

LESLIE'S

ILLUSTRATED

WEEKLY



"HELLO BILL"

Symbol and Greeting of the B. P. O. Elks. Now in Convention in Philadelphia, Pa.



The "Triangle A" on the

Outside of the Box

—that's what guarantees the *quality* of the cigars inside. Brand names should not be so important to you.

What you want most of all when you buy cigars is a plain guarantee—something by which you can distinguish the brands of one manufacturer from another—so that you can tell the good cigars from the poor ones. You have this guarantee of goodness in the "Triangle A" merit mark.

The "Triangle A" distinguishes the *best brands* of cigars from the great mass of irresponsible brands that depend for their sale on pretty labels and cute names—and on your own indifference.

You can understand how every "Triangle A" brand must be good value, because if any one brand bearing the "Triangle A" merit mark were poor quality it would not only kill the sale of that brand, but would hurt our whole business.

As representative "Triangle A" brands we mention

The New Cremo	Tarita	Royal Bengals (Little
Anna Held	Stickney's New Tariff	Cigars, 10 for 15c.)
George W. Childs	Continental	The Unico
(Cabinets)	(10c. and 4 for 25c.)	Benefactor
Buck	Chancellor	Palma de Cuba
Spanafiora	Caswell Club	10c.

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Department D

AMERICAN CIGAR COMPANY, 111 Fifth Avenue, N. Y.

August

Breakfast Suggestions

Oranges
Ham Omelet
Creamed Potatoes
Muffins
Coffee

Strawberries
Ham Patties
Rolls
Potato Cakes
Coffee

Fruit
Bacon and Eggs
Hot Bread
Fried Potatoes
Coffee

Hominy
Broiled Bacon
Shirred Eggs
Potato Cakes
Graham Gems
Coffee

Cereal
Fried Ham and Eggs
German Fried Potatoes
Popovers
Coffee

Fruit
Ham Toast
Poached Eggs
Creamed Potatoes
Whole Wheat Muffins
Coffee



Swift's Premium

There are two meats that taste delicious every day in the year—Swift's Premium Ham—and Bacon. For Breakfast during the Summer months, a medium slice of Premium Ham, always sweet, tender and juicy, or some Premium Bacon fried crisp and brown; gives zest to the appetite and starts the day off right. Wherever you may be, have Ham or Bacon with eggs for Breakfast. But instead of merely asking for "ham" or "bacon" insist on getting Swift's PREMIUM. U. S. Inspected.

Hams and Bacon



This Label

On every wrapped PREMIUM Ham or Bacon this label appears. It is your guarantee for Quality in Hams and Bacon. When you buy ham or bacon, get Swift's PREMIUM—take no other.

Swift & Company, U. S. A.

The New Nicked Box Hinged Cover



Williams' Shaving Stick

"The only kind that won't smart or dry on the face"

ANY soap will make a lather but no other soap makes that peculiar, creamlike, soothing, refreshing lather that for nearly three-quarters of a century has distinguished Williams' Shaving Soap. Our new, strong, handsome, heavily nicked box with hinged top is greatly appreciated and admired.

Williams' Shaving Sticks and Shaving Cakes sold everywhere. Send 4 cents in stamps for Williams' Shaving Stick or a cake of Luxury Shaving Soap (trial size), enough for 50 shaves. Address

THE J. B. WILLIAMS COMPANY, Department A, GLASTONBURY, CONN.

Williams' Shaving Stick can also be had in the leatherette-covered metal box, as formerly.

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LESLIE'S

ILLUSTRATED WEEKLY



HOW PHILADELPHIA WELCOMES THE VISITING ELKS.
IMPOSING COURT OF HONOR IN BROAD STREET, THROUGH WHICH THOUSANDS OF THE MEMBERS OF THE ORDER PASSED
DURING THE JUBILEE WEEK BEGINNING JULY 14TH.—P-J. Press Bureau.



GARIBALDI CENTENARY CELEBRATION IN NEW YORK CITY.
PART OF THE CROWD OF 25,000 WHICH, ON JULY 4TH, DEDICATED THE PANTHEON (AT RIGHT), ENSHRINING THE AMERICAN HOME (AT ROSEBANK,
STATEN ISLAND) OF THE HERO OF UNITED ITALY.—H. D. Blauvelt.

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NOTICE TO THE PUBLIC.

Parties representing themselves as connected with
LESLIE'S WEEKLY should always be asked to produce
credentials. This will prevent imposition.

The publishers will be glad to hear from subscribers who have just
cause for complaint of delay in the delivery of their papers, or for any
other reason.

If LESLIE'S WEEKLY cannot be found at any news-stand, the publishers
would be under obligations if that fact be promptly reported on postal
card, or by letter.

Thursday, July 18, 1907

A New Departure in New York.

IT IS well within the bounds of reason to say that the
attention of every State in the Union is centred
upon New York and concerned as to the working out
of its public-utilities legislation. This interest is just-
ified by the sweeping and drastic character of the pro-
visions of the new law, under which, as we have al-
ready shown, the direction and control of all the rail-
roads and all the gas and electric-lighting companies
in the State, so far as their relations to the public
are concerned, are vested in two commissions of five
men each—the one having jurisdiction over New York
City, the other over the rest of the State.

No appointments of a Governor of New York State
were ever awaited with more popular interest than
those of the ten public-utilities commissioners, with
salaries of \$15,000 each, which Governor Hughes re-
cently announced. It is no reflection upon him to say
that none of the appointees has been especially con-
spicuous in politics, or that some of them have not
been conspicuous for anything that the general public
knows about; but it is just to say for the Governor that
he has selected men whom everybody concedes to be
of the highest integrity, of broad intelligence, and of
absolute sincerity of purpose. Nor can it be said of all
of them that they have not made a creditable record in
other fields of activity. The warm testimony which the
President gave Mr. William R. Willcox, the chairman
of the New York City board, when accepting his resig-
nation as postmaster of New York, was entirely de-
served; Mr. Willcox has been one of the most efficient
men who have ever held that office. Mr. William
McCarroll has had an honorable career as a merchant
and a public-spirited citizen, his faithful service as
president of the New York board of trade and trans-
portation entitling him to the latter designation. His
appointment is significant of the Governor's apprecia-
tion of the patriotic work of the organization of which
he is the head in opposing bad and advocating good
legislation at Albany. Dr. Milo R. Maltbie's acquaint-
ance with the whole subject of municipal problems is
so wide as to make his appointment especially fitting,
while the experience of Mr. Edward M. Bassett as an
advocate of Brooklyn's transit development, and Mr.
John E. Eustis's knowledge of the needs of the Bronx,
gained as park commissioner, make the inclusion of
these two commissioners appropriate.

The up-State commission has for its chairman Mr.
Frank W. Stevens, of whom the editor of the James-
town Journal, the Hon. Frederick P. Hall, says:
"There could not have been found in the whole State
a man better qualified for this job. His integrity has
never been so much as questioned in this community,
where he has lived for so many years, which is a good
deal to say of an active practicing attorney." Mr.
Charles H. Keep commended himself as a man of
eminent ability when he made his famous report as to
the improvement of the business methods of the Wash-
ington departments, before he was made Assistant
Secretary of the United States Treasury and New
York State superintendent of banking. Messrs.
James E. Sague and Martin S. Decker have had ex-
perience with railroad affairs which is certain to make
them valuable members of the commission—the one
as a practical railroad man versed in all the problems
of the service, the other as assistant secretary of the
Interstate Commerce Commission. Ex-Mayor Thomas
M. Osborne, of Auburn, is a successful manufacturer,
and is well known for his effective leadership of the
anti-Hearst movement among New York State Demo-
crats last year. He is a representative Democrat of
the highest type.

While a majority of the up-State commissioners are
Republicans, Governor Hughes has appointed two out-
and-out Democrats on that board, and one Demo-
crat, one Citizens' Union man, and a professed inde-
pendent on the New York City board; so that there
can be no charge of partisanship against the make-up
of the commissions.

We congratulate the Governor on the wisdom and
conservatism which have guided him in his difficult
task of naming the commissioners. They, too, no doubt
realize the difficulties which they face in the discharge
of their duties, and understand that they have an
exceptional opportunity to make or mar their reputa-
tions. They must establish their own precedents, and
make new rules. We are glad to observe in them a
tendency to make haste slowly and to rush to no vio-
lent changes of corporation policy. All in all, we are
among those who believe that they will justify the
confidence which the Governor and people have re-
posed in them to such a remarkable degree.

Do Newspapers Need a Censor?

HAS THE day of fair play gone by? Are news-
papers so intent on the sensational that they are
forgetting the ordinary courtesies of life and putting
the truth in the background? Is it so popular to
chastise men of wealth and public place that they are
to be pursued and hounded whether they are at fault
or not? We are led to these reflections by some re-
cent occurrences as reported by the press in our great
cities.

First, Mr. Harriman was roundly abused because
it was said that he refused to take his motor-boat off
the course of the Yale-Harvard race when ordered to
do so. After vituperation had exhausted itself, Mr.
Harriman was permitted to explain that he was out
on the course in a motor-boat with his children, that
he was unfamiliar with the rules, and when he was
ordered off the course he supposed he was receiving a
friendly salutation. If Mr. Harriman's explanation
is true—and there is no reason to doubt it, for it was
a straightforward statement—the incident grew out of
an inadvertence. There was not even an indiscretion
on Mr. Harriman's part.

Next, Senator Dick is declared in the press dis-
patches of all the papers to have borrowed public
funds of a county treasurer in Ohio. Nobody, appar-
ently, asked the Senator for an explanation, but he
had one that must be considered as completely satis-
factory. An examination of the facts showed that
they had been ignored. The Senator had not borrowed
from the public funds, but had borrowed from a bank,
and his notes had gone into the possession of the
county treasurer in the ordinary course of business.

Next, a most remarkable and impolitic statement
was attributed to Ambassador Bryce. It was said
that he had violated all the diplomatic proprieties in
an interview with him which had been printed in Okla-
homa while he was visiting the new State, and which
bore on the question of the acceptability of its consti-
tution. Mr. Bryce was within reach, but no one asked
him whether the statement was true, and he was com-
pelled, in self-defense, to telegraph his denial. It was
straight and to the point. He said the statements
about his interview were unfounded. He added that
he had invariably refused to express his opinion on
any American political question since he came to the
United States in official capacity.

Finally, wonderful stories were told of a smart de-
tective who, by a bit of strategy, it was said, had suc-
ceeded in serving a subpoena on John D. Rockefeller,
at the residence of the latter's son-in-law at Pittsfield,
Mass. Tales were told of Mr. Rockefeller's flight
from one part of the country to the other to avoid the
service of the subpoena. Nobody asked Mr. Rockefel-
ler to explain, but Mr. John D. Archbold, vice-presi-
dent of the Standard Oil Company, did so for him. It
develops—and Mr. Archbold's veracity cannot be ques-
tioned—that Mr. Rockefeller himself sent word to the
marshal where he could be found, so the service of the
subpoena was an easy matter. Furthermore, it ap-
pears that Mr. Rockefeller notified the court at Chi-
cago that no subpoena for him was necessary, as he
was ready to appear when wanted.

A public censor is not needed for the press in the
United States, but a capable, high-minded, and intel-
ligent censor would find an opportunity for excellent
work if he were appointed in every great newspaper
office, to perform the duties that appertain to such a
place.

Faise Witness against Roosevelt.

OUR ESTEEMED friend and co-laborer, Colonel
George Harvey, who recently returned from
abroad, says that President Roosevelt has halted Amer-
ican business expansion, and that Europe likes him on
that account. He says: "There is no longer any fear,
or even talk, of the once dreaded American invasion.
Impairment of credit has throttled American enter-
prise so effectually as to give our competitors probably
a score of years in which to recover ground that seemed
to have been forever lost." He adds that in Europe
"the staggering blow administered to American rail-
way properties is beheld with complacency amounting
almost to glee." In every specific statement the
critic is astray. The United States' exports of mer-
chandise in the fiscal year 1907 were almost double
those of 1897, and seventy per cent. of those exports
went to Europe. And the increase is continuous and
rapid. Our exports of manufactures have almost
tripled since 1897. The American invasion of the
European markets is far more real to-day than it was

last year or ever before. American enterprise, in-
stead of being "throttled," is more active than ever,
as shown by the gains in the output of the country's
mills and factories, and in the expansion in all the
country's great activities.

The talk about a "staggering blow administered
to American railway properties" is rendered absurd
by the fact that the railways' gross earnings are larger
not only than they were last year, but larger than at
any time in the past. The railways are paying higher
wages to their employes than they did last year, and
they are spending more money for improvements of
all sorts than they did then. The "staggering blow"
has not been heard of by Messrs. Harriman, Hill,
Morgan, or any of the other railway chiefs, who are
laying out more money for locomotives, cars, and
other improvements than they ever did before. Aside
from the crops, which may or may not turn out to be
as large as they were in 1906, all the great interests
are flourishing in an unprecedented degree. The
treasury surplus for the fiscal year 1907 was \$87,000,-
000, as compared with \$25,000,000 in 1906, and de-
ficits in the two preceding years. All the records
were broken in the amount of money paid out in New
York in the first week of July, 1907, in interest and
dividends on securities of the various sorts. No ebb
is in sight in the tide of prosperity. All the condi-
tions confound Roosevelt's critics.

The Plain Truth.

IN A RECENT editorial we said that "No persistent
presidency-seeker ever reached the presidency ex-
cept Van Buren and Buchanan." The Washington
Post says that this is a mistake, and adds: "With the
single exception of Taylor, no man since George
Washington has reached the presidency by election
who was not an ardent seeker of the distinction, and
many of them were persistent in the pursuit." The
Post is astray. Neither Polk nor Pierce was ever
thought of in connection with the presidency by them-
selves or anybody else until they were brought in after
their conventions had cast many unavailing ballots in
the contests between bigger men. At the time of his
nomination, in 1868, Grant was neither ardent nor
persistent in seeking the office. No man who has
been elected to that office since Buchanan was a per-
sistent presidency-seeker to anything like the extent
that the twice-defeated and still expectant candidate,
Bryan, has been.

RIGHT under the eye of Governor Hughes at Albany
—but, we venture to add, without his cognizance
or concurrence—a Democratic board of State officials
has just awarded the State legislative printing contract
not to the lowest bidder but to the bidder who was
fourth on the list. While it is said that this will in-
volve only an additional expense of \$5,000 to the State,
the principle at issue is just as important as if \$500,-
000 were involved. It is safe to say that some day
the heavy hand of reform will be laid upon the obso-
lete, extravagant, ill-balanced, and ill-considered meth-
ods of letting contracts for State printing which have
prevailed so long in the State of New York. With an
application of the business-like methods that have
been adopted by President Roosevelt's order in the
public printing department at Washington, the annual
cost of the State printing at Albany would be reduced
fully one-half. The fact that it is now over \$500,000
a year tells its own story.

SECRETARY STRAUS refuses to be alarmed by the
increase in Japanese immigration, which he regards
as controlled by the influences which have brought more
foreigners of European nationalities to these shores
than ever before. There is every reason to believe
that the Japanese government is acting in good faith
in its treatment of the unfortunate situation created
by the hoodlums of San Francisco, and is living up to
the spirit of its agreement not to issue passports to
coolies bound for the continental ports of the United
States. Sensational papers on both sides of the Pa-
cific ought to be in better business than arousing the
passions of the mob against the subjects of a friendly
government. If any offense could justify a press cen-
sorship it would be the unpardonable one of inciting
nations to bloodshed. Fortunately, however, even the
"scare-heads" of the silly season have not been able
to stir up popular excitement—in this country, at
least.

TO A MERE layman it seems as if the legal ideas of
Judge Kenesaw Mountain Landis, of Chicago,
were as queer as his name. Before imposing fines
upon the Standard Oil Company for its acceptance of
freight concessions from the Chicago and Alton Rail-
way, he asked for information relative to the financial
status of the corporation. Such a ruling is as unique
as it is inexplicable. For a judge to ask a prisoner,
before he fixes the amount of his fine, "How much
have you got?" reminds us more of the highwayman
who orders his victim to turn his pockets inside out
than of the just judge enforcing the principles of
equity for rich and poor alike. "We are unable to
see," said counsel for the company, "why the wealth
or poverty of a defendant is material when it comes
to deciding his guilt or innocence or in fixing his pun-
ishment." Nor can we. Judge Landis must have
taken a leaf from the book of the wicked railroads and
made up his mind to exact in fines "all that the traffic
will bear." It will be a sad day for the country when
justice shall be administered in accordance with such
notions. It means the end of "the square deal" to
rich and poor alike.

PEOPLE TALKED ABOUT

NO JURIST in the land enjoys more of popular esteem than does the Hon. David J. Brewer, associate justice of the Supreme Court of the United States.



HON. DAVID J. BREWER,
Associate Justice of the United States Supreme Court, who lately celebrated his seventieth birthday.—*Bell*.

Pronounced proof of this assertion was given lately, when Justice Brewer celebrated his seventieth birthday, in the deluge of telegrams of congratulation which he received from all over the country. The justice well deserves the regard of his fellow-citizens. Not only is he one of the ablest and most efficient members of the nation's highest legal tribunal, but he also, by voice and by pen, often expresses helpful and inspiring views on questions of public moment. Although he is eligible for retirement on account of age, the justice is so devoted to his profession and so vigorous in mind and body, that he has no intention of leaving the bench. The country will, therefore, have the benefit of his ripe judicial wisdom for a number of years to come. Justice Brewer entered the Supreme Court in 1890, and for several years he had the unique distinction of sitting on the same bench with his uncle, the late eminent Justice Stephen D. Field. He is the only member of the court who was not born in the United States. His parents were American missionaries in Asia Minor when his birth occurred. The justice was president of the universal congress of lawyers and jurists at the St. Louis exposition, and is the author of several books.

ONE OF the pleasantest features to Secretary Taft of the Yale commencement, which he attended, was the announcement that two Filipinos whom he had sent to the university had captured the leading scholarship honors of the senior class. These capable young students from our Asiatic possessions are José Escaler and Mariano Honrado de Joya. Their success will aid in creating a higher respect for their race among Americans.

CALIFORNIANS are pluming themselves on the credit done to their State by William Crittenden, the first American Rhodes scholar to enter and to finish the course at Oxford University. Crittenden was selected for a Rhodes scholarship while he was attending the University of California. He completed the prescribed three years' work at Oxford in two years, and then took a special course in law. He ranked high as a student in the great English school. He has returned to California, where a successful career is predicted for him in the legal profession.

THERE is a polite and pleasing practice among European royalties of conferring on each other honorary high offices in navies or armies. Not infrequently even feminine members of ruling families have been the beneficiaries of this complimentary action. Many ladies of that rank have been decorated with military titles, but few, if any, with naval ones. There is at present only one woman in the world who has a right, granted by governmental edict, to call herself an admiral. Curiously enough, the



QUEEN OLGA OF GREECE,
The only woman in the world who bears the title of admiral.—*The Sketch*.

country whose ruler bestowed the honor on her has no longer a war fleet on the high seas, and the land of her adoption possesses no naval strength. The lady thus peculiarly distinguished is Queen Olga, for many years wife of the King of little Greece, but formerly a grand duchess in the mighty empire of Russia. She was the eldest daughter of the Grand Duke Constantine, a grand-uncle of the present Czar. She is extremely fond of the sea, on or nigh which she spends as much time as she can, and has a considerable knowledge of ships. It was doubtless these qualifications which led the late Czar of Russia, after she had attained to queenly rank and had become a Grecian, to give her an admiral's commission. Woman as she is, and without training in the art of war, she could hardly have been more inefficient in command of a fighting vessel than were some of the Russian officers

who made such ignoble records in the face of the enemy during the late Russo-Japanese conflict.

THE trustees of Williams College, in electing to the presidency of that institution Professor Harry A. Garfield, have preserved the Williams tradition.



PROFESSOR HARRY A. GARFIELD,
Who has been chosen president of Williams College.—*Horton & Co.*

They have chosen as successor to President Henry Hopkins (the son of Mark Hopkins, the most famous president in the history of the college) a man who is also a worthy son of a famous graduate of Williams. It was on his way to Williamstown for the twenty-fifth anniversary of his graduation that President James A. Garfield was shot by Guiteau. His eldest son, Harry, is a graduate of the class of '85. He practiced law in Cleveland for some years after completing his studies, and was prominent in banking circles and active in civil-service-reform work. In 1903 he

entered the faculty of Princeton University as professor of politics, a post which he has filled with great credit to himself and satisfaction to the university. President Hopkins, when he accepted office six years ago, expressed a desire to retire in 1908, and the selection of Professor Garfield as his successor is in entire accord with his wishes. The new president will take up his duties at commencement next year, when President Hopkins's resignation takes effect. The retiring president has been one of the most popular of the chief executives of the college, which has prospered exceedingly under his administration.

ENGLAND'S two most famous universities have lately been doing honor to President Nicholas Murray Butler, of Columbia University. At Oxford Dr. Butler was presented with an illuminated address inclosed in a handsome silver casket, in commemoration of the visit, some time ago, of English educators to this country and in recognition of assistance rendered them by Dr. Butler. Cambridge conferred on him the degree of doctor of laws, as a merited tribute to his scholarship and his intellectual power.

MANY civilized persons have evinced a singular fondness for the custom of tattooing the body so prevalent among savage races. From ordinary seamen up to individuals of high rank instances have been noted of reversion to this primitive method of personal ornamentation. But the Princess Waldemar, of Denmark, is entitled to the questionable honor of being the only living tattooed royal lady. Her husband is the brother of both the King of the Danes and the King of the Hellenes, and was once offered the crown of Bulgaria, but was wise enough to refuse it. Before her marriage Princess Waldemar was Princess Marie of Orleans, daughter of the Duke of Chartres, and traveled extensively in the Orient. There she had numerous interesting experiences, visiting Chinese opium dens, etc., as well as having a large anchor tattooed in the most approved far-Eastern fashion on her left arm. As to whether this adds to the beauty of the royal lady's arm tastes will probably differ, but certain it is that she seems to be proud of the curious mark, and nowise loath to display it. Naturally it attracts the eyes of all at public functions and excites no little good-natured comment.



PRINCESS WALDEMAR,
Of Denmark, the only tattooed royal lady.—*The Sketch*.

BECAUSE he had shown no sympathy with the sentiments of the rabid "jingoes" in Japan, who were, for political effect, clamoring against this country, reports were circulated some time ago that Viscount Aoki, Japanese ambassador to the United States, would be recalled. The reports, however, were finally dignified and set at rest by a positive denial from the Mikado's government. The latter's support and retention of its diplomatic representative at Washington was gratifying to all who desire the peace between the two chief countries on the Pacific to remain unbroken. Ambassador Aoki, while he has not lacked in patriotism, has all along preserved a correct attitude in relation to the anti-Japanese troubles in San Francisco, which have been unduly magnified by sensationalists on both sides of the ocean. He has consistently refused to regard them as sufficient to imperil the long-standing friendship of two great peoples. In an interview the other day the ambassador uttered words of peace and common sense, as well as of diplomatic civility. He has demonstrated that he is the right sort of man to hold such a position as his at a critical time. His continuance at his post will be an assurance that prudent counsels will prevail with his countrymen.



VISCOUNT AOKI,
The prudent and peace-loving Japanese ambassador to the United States.

ACCORDING to a story from Rome, if J. Pierpont Morgan, the eminent New York financier, would only leave the Episcopal Church and become a Roman Catholic, the Pope would be glad to confer on him the title of Prince of the Holy Roman Empire. It is said that Mr. Morgan is considered at the Vatican worthy of this honor because he has done much toward rescuing ecclesiastical artistic objects from the hands of iconoclasts, and also because two years ago he sent a large check to the Pope when the latter was in financial difficulties. The Pope and Mr. Morgan are personally acquainted, and each esteems the other. The title of Prince of the Holy Roman Empire has been bestowed in the past on sovereigns only. It is at present held by the Emperors of Germany and Austria.

AT EVERY English boys' school a nickname is given to each pupil. At Osborne naval college Prince Edward of Wales, the future King of England, who is training for the navy, is known among his fellow-cadets as "Sardines." The derivation of this appellation was thus explained by one of the irreverent Britons: "He's Young Wales, you know, and young whales are sardines."

ALTHOUGH it is one of the smaller colleges of the country, Olivet College, of Olivet, Mich., ranks among the leading institutions in point of scholarship, and the claim is made that it has sent more men into the ministry according to its number of graduates than any other institution. It is beautifully located, and possesses an excellent equipment for a college of its size. It has a very capable faculty of thirty, with an executive head who is noted for his learning and for his ability as an administrator. President Ellsworth G. Lancaster, of Olivet College, is a genuine Yankee, having been born at Dixfield, Me., June, 1861. He was graduated from Amherst College and Andover Seminary, and received his Ph.D. from Clark University. He was elected president of Olivet in 1904. His special work has been in child study and general psychology. He is the author of the "Psychology and Pedagogy of Adolescence," published in 1897, and of several magazine articles on "Adolescence" and "Child Study." He assisted Dr. Hall in the preparation of his large work on "Adolescence," was the last president of the child-study section of the National Teachers' Association, and has been for years a lecturer before the Woman's Club, of Denver, and other literary and sociological organizations. Under his administration the college is flourishing and steadily gaining a wider repute.



DR. ELLSWORTH G. LANCASTER,
The scholarly president of Olivet College, Michigan.—*George G. Rockwood*.

How New York Has Regulated Its Corporations

By W. H. Brainerd

THE creation of two public-service commissions to regulate the railroad, gas, and electric light and power companies of New York State is but the latest of several plans adopted, from time to time, during the past fifty-five years by the Legislature, in response to popular demand, for supervising corporations that serve the public. Each of the former schemes was considered adequate, and worked more or less efficiently in its day, but the great development and multiplication of the interests involved sooner or later called for changes in the methods of control. The action taken recently by the State administration at Albany is expected to serve, for at least some years to come, in promoting good service and preventing abuses. Any defects that may appear in the new plan can be corrected, and the precedents show that it may even be supplanted entirely should circumstances eventually seem to require it.

It was the second State board of railroad commissioners which passed into history on July 1st, its duties having been devolved upon the State public-service commissions, which will discharge also the duties of the State commission of gas and electricity, the board of rapid-transit commissioners of New York City, and the State inspector of gas meters. The first board of railroad commissioners was created by chapter 526, laws of 1855, and consisted of three persons, Silas Seymour, State engineer and surveyor, *ex-officio* president; William J. McAlpin, selected on behalf of the stockholders and bondholders of all the railroad corporations of the State; and John B. Swain, appointed by the Governor and senate, who was *ex-officio* secretary. The board had general supervision of the railroads of the State. The commissioners, except the State engineer, received annual salaries of \$2,500 each. The board was allowed the necessary clerks, and all of its expenses were paid by the railroad companies operating in this State. It had but a brief existence, for by chapter 633, laws of 1857, it was retired, and its duties and records were transferred to the State engineer and surveyor.

That State official continued to oversee the railroad affairs of the State, and tabulate their statements, from 1857 to 1883, when, on January 30th, under chapter 353, laws of 1882, the present State railroad commission came into being. The original commissioners were: John D. Kernan, of Utica, Democrat; William E. Rogers, of Garrisons, Republican; and John O'Donnell, of Lowville, as the choice of the Chamber of Commerce, Board of Trade and Transportation, and Anti-Monopoly League of New York. They were appointed by Governor Cleveland, and took up their duties immediately. Their salaries were fixed at \$8,000 each, and they were prohibited from engaging in any other business vocation. In 1884 the office was constituted one of record. Like its predecessor, its expenses were paid by the railroad companies operating lines in this State. The first year's expenses, including salaries, were \$44,000. By 1895 the expenses of running the board had grown to \$54,978, and in 1906, the last annual report of the board issued, they were \$95,156. When the railroad commission assumed its duties in 1883 the total assets of the steam roads operating in this State were \$1,209,644,456; last year they were \$2,409,491,556. The gross earnings of the roads were, in 1883, \$119,056,279; last year they were \$378,480,470. Besides this the gross earnings of the surface, elevated,

and subway lines last year amounted to \$70,730,085. The growth of railroad traffic thus shown is marvelous.

Of the *personnel* of the members, Mr. Kernan resigned November 14th, 1887, and was succeeded by Michael Rickard, of Utica, a railroad engineer. Mr. Rogers was succeeded May 11th, 1887, by Isaac V.

heaters in each car, following this up with the banishing of the oil lamps for illumination. It was through his persistence that the elevated railroads charge but five cents fare. The applications of the Brooklyn elevated roads for authority were held up in the railroad commission until their promoters agreed to charge

not more than five cents fare. The argument was made that the elevated roads could not be operated at a profit with five-cent fares. Mr. Rogers maintained that they could be, and finally won out. This act resulted in the Manhattan lines coming down later to a five-cent fare.

The board of railroad commissioners consisted of three members up to June 28th, 1905, when under the act of that year, increasing the membership by two, George W. Aldridge, of Rochester, was added, and was followed on December 4th by Henry N. Rockwell, of Yonkers.

The most important matter lately before the railroad commission from the public's standpoint was the elimination of grade crossings. The work of abolishing grade crossings was begun in 1897, when one crossing at Alfred, Allegany County, was closed. The following year a dangerous crossing at Binghamton was removed, and in 1899 the general work was begun with forty-two undertakings. The work progressed as rapidly as appropriations became available, and as one result but two crossings at grade remain in Schenectady, and these will be changed during the year. The State appropriated as its share for the work of elimination \$1,067,607, of which there was a balance at the end of the last fiscal year of \$15,000. Up to this year 174 grade crossings of steam railroads have either been

changed from grade to over- or undergrade, or have been closed. Counting farm crossings, the total number changed or closed is 184. There are 22 crossings of steam with surface railroads unprotected, and 6,793 crossings of surface roads with streets, avenues, and highways at grade. The total number of crossings of steam roads over tracks of other steam roads is 556; of streets, avenues, and highways, 10,377. The unprotected crossings of surface street and interurban lines with steam roads number 63, and those with highways outside of cities and villages, 567.

The State commission on gas and electricity, also merged into the public-utilities commission, began its existence on July 20th, 1905. It consisted of three commissioners, whose salaries were \$8,000 each. The commissioners were: Lucien L. Shedden, Plattsburgh; John C. Davies, Camden; Frederic E. Gunnison, Brooklyn. The total expenses of the commission last year were \$50,869. The inspector of gas meters, whose office was also abolished, received an annual salary of \$5,000, and each of his four deputies \$1,500. Jastrow Alexander, of New York, was the inspector, and the deputies were: J. Pauly, Albany; J. Stockmar, Buffalo; G. A. Owens, Brooklyn, and G. F. Price, Jamestown.

The rapid-transit railroad commission of New York City, which retired upon the advent of the public-utilities commissions, consisted of six regular and two *ex-officio* members: Alexander H. Orr, president; John H. Starin, vice-president; Woodbury Langdon, Morris K. Jesup, Lewis Cass Ledyard, Charles S. Smith, and the mayor and the comptroller of New York *ex-officio*. George S. Rice as chief engineer received \$15,000 salary; his deputy, Alfred Craven, \$7,000, and Secretary Bion L. Burrows, \$4,000.



MEN WHO REGULATE CORPORATIONS IN NEW YORK.

MEMBERS OF THE NEW SECOND DISTRICT PUBLIC-SERVICE COMMISSION AT THEIR FIRST MEETING IN ALBANY.

Left to right: seated—Frank W. Stevens, Charles H. Keep; standing—James E. Sague, Martin S. Decker.—Photograph by Emory Irving Wendell.

Baker, Jr., of Comstocks, and on the same day Mr. Rogers was appointed the successor of Mr. O'Donnell. It was due largely to the untiring energy of Mr. Rogers that many safeguards were thrown about the traveling public and their comfort enhanced while passengers on railroad trains. Through Mr. Rogers's efforts every railroad bridge in the State was tested for strains, and all new structures had to be constructed strong enough to bear one-third more strain than resulted from the ponderous trains which passed over them. Then he brought about the heating of trains from the locomotive, and displacing the old coal



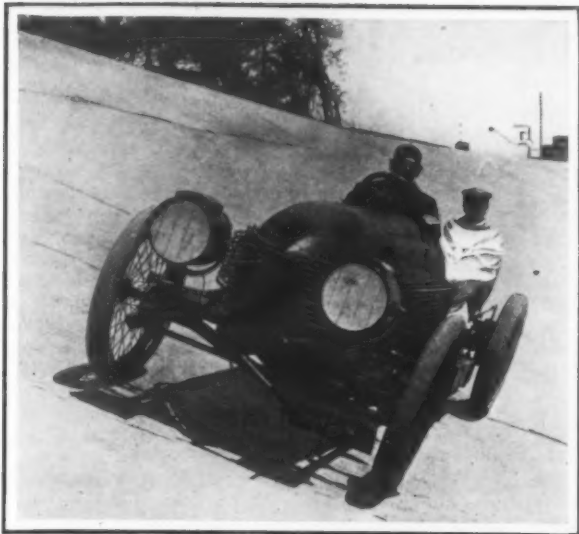
THE WORLD'S LADY TENNIS CHAMPION.

MISS MAY SUTTON, OF CALIFORNIA, WHO, BY BRILLIANT PLAY, HAS REGAINED THE ALL-ENGLAND CHAMPIONSHIP FOR WOMEN, WHICH SHE LOST LAST YEAR.—Fitch Studio.



GREATEST AMATEUR ATHLETE IN THE WORLD.

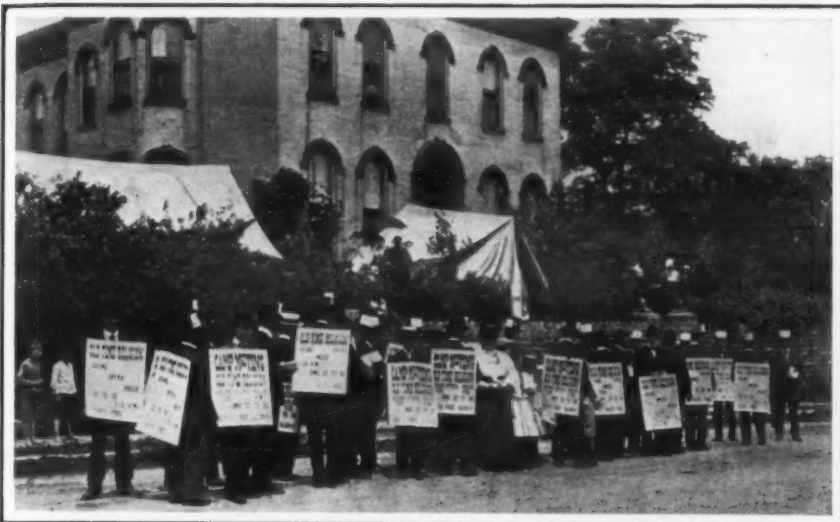
MARTIN J. SHERIDAN THROWING THE DISCUS AT THE CELTIC PARK (NEW YORK) MEET, WHERE HE WON THE ALL-AROUND CHAMPIONSHIP OF THE AMATEUR ATHLETIC UNION.—Stark.



REMARKABLE AUTOMOBILING EXPLOIT—S. F. EDGE, ON THE GREAT CURVE OF THE $3\frac{1}{4}$ MILE BROOKLANDS TRACK, WEYBRIDGE, ENG., MAKING HIS UNPRECEDENTED RUN OF OVER 1,581 MILES IN TWENTY-FOUR HOURS.—*Fullham & Banfield, England.*



(PRIZE WINNER, \$10.) A HOUSE BUILT IN A DAY—MEMBERS OF THE ORDER OF THE HIBERNIANS, AT LOS ANGELES, CAL., PERFORMING THE FEAT OF ERECTING, BETWEEN SUNRISE AND SUNSET, A RESIDENCE FOR THE WIDOW OF A SLAIN COMRADE.—*M. E. Raft, California.*



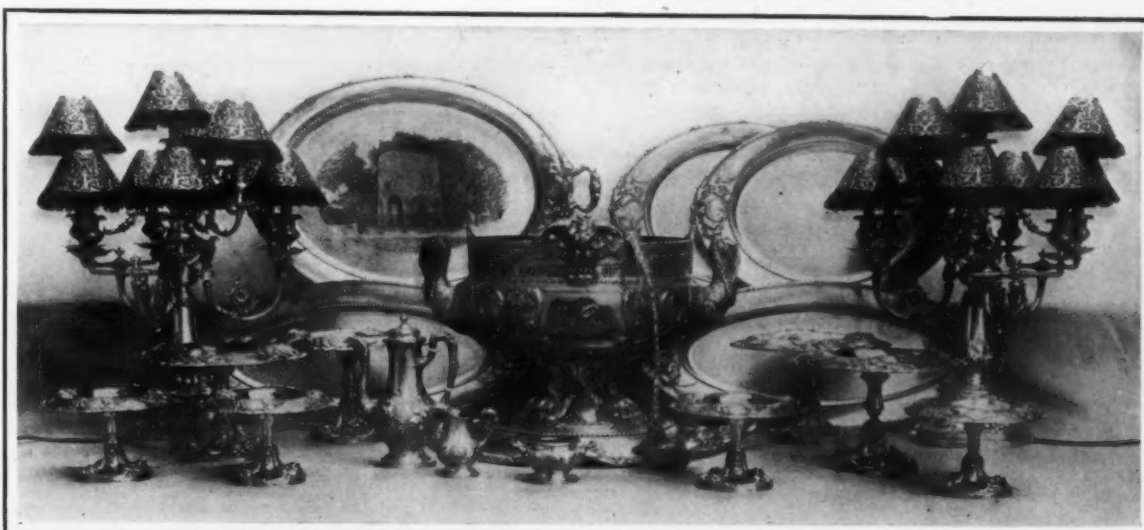
STRANGE "SANDWICH" PARADE IN CINCINNATI—ADVERTISING THE ANNUAL REVIVAL MEETINGS OF "GOD'S BIBLE SCHOOL," WHICH ATTRACT THOUSANDS OF PERSONS.—*J. R. Schmidt, Ohio.*



THE FRENCH FOURTH OF JULY—CELEBRATING THE FALL OF THE BASTILE, ON JULY 14TH, THE FRENCH INDEPENDENCE DAY, AT AN OPEN-AIR DEMONSTRATION IN PARIS—SINGING THE "MARSEILLAISE."—*Victor Forbin, France.*



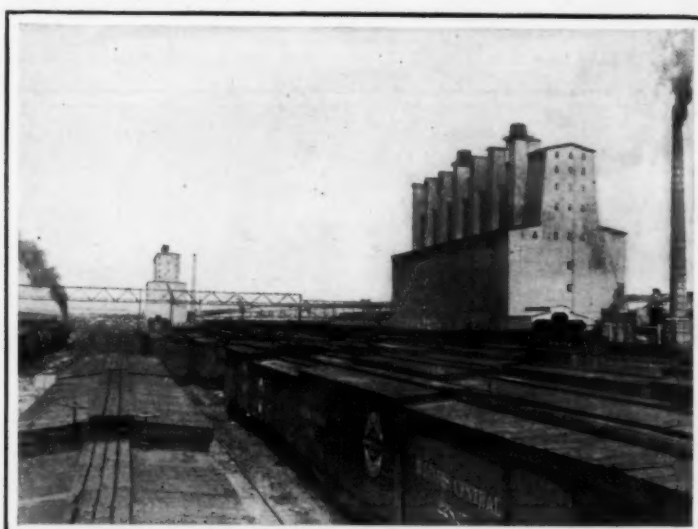
GREAT FOURTH OF JULY BONFIRE ON GALLOW'S HILL, SALEM, MASS.—A PILE OF FUEL EIGHTY FEET HIGH.—*Mary H. Northend, Massachusetts.*



SUPERB \$10,000 SILVER SERVICE, MADE BY THE GORHAM COMPANY, SILVERSMITHS, AND PRESENTED TO THE BATTLE-SHIP "RHODE ISLAND" BY THE STATE OF RHODE ISLAND.—*Charles Merritt, Rhode Island.*



SUDDEN AND COMPLETE COLLAPSE OF LEVI & WHITE'S SIX-STORY BUSINESS BUILDING IN CINCINNATI—RESCUERS SEARCHING THE RUINS FOR DEAD AND INJURED.—*J. R. Schmidt, Ohio.*



NO HARD TIMES ON THE RAILROADS—CONGESTION OF HUNDREDS OF GRAIN-LADEN CARS AT NEW ORLEANS CAUSED BY EXCESS OF TRAFFIC.—*A. V. Hall, Louisiana.*

NEWS PHOTO PRIZE CONTEST—CALIFORNIA WINS.

NOTEWORTHY OCCURRENCES OF THE DAY RECORDED PICTORIALLY BY SKILLED AND OBSERVANT KNIGHTS OF THE CAMERA.

The Order of Elks—A Peculiar American Institution

By Arthur C. Moreland

IN PHILADELPHIA this week is held the forty-third session of the Grand Lodge of the Benevolent and Protective Order of Elks, which has become the largest gathering of any fraternal order in the United States, and which excites much interest not only among the members of that fraternity in the city where it is held, but throughout the entire country.

This organization, which is less than forty years old, has developed a vitality unsurpassed in the history of fraternal bodies. The order had its origin in the city of New York, its natal day being February 16th, 1868, and it was primarily intended to be a benevolent and protective association for the purpose of aiding members of the amusement profession and kindred arts. The fact that so many brilliant entertainers were to be found in its ranks attracted men of liberal and Bohemian tendencies, and the barriers originally erected were removed, and in 1871 the Legislature of the State of New York granted a charter to a grand lodge of this order, enabling it to institute Lodge No. 2, located in the city of Philadelphia.

As these two cities were for many years the most important theatrical centres, it was not found necessary to enlarge the number of lodges until 1876, when No. 3 was established in the city of San Francisco. Chicago No. 4 and Cincinnati No. 5 also were added to the roster in the same year, but so conservative was the growth of the order that at the beginning of 1882 there were but fourteen lodges with a membership of about six thousand. Since 1882 the growth has been marvelous, and there are now 1,074 lodges located in every city, town, or village of the country with a population of five thousand or upward. The last lodge to receive numerical designation is Columbia No. 1,074, located at Columbia, Pa.

The peculiar coloring given to the order in the days of its early formation has been maintained. It was never a "benefit" fraternity, but always benevolent, and its benevolence takes the form of distributing during each year, not only to its own members, but in all cases of suffering and distress brought to its attention, the sum of about half a million dollars. In many of the cities of the country it supplies the poor of the local community at Christmas time with food, clothing, and fuel, and a number of the lodges subscribe for and prepare a Christmas-tree, from which are distributed to the children who would otherwise be unable to enjoy Yuletide festivities useful presents and toys.

The order maintains a home at Bedford City, Va., in which its aged members, unable to sustain themselves in the battle of life, are supported in a manner compatible with the title of "home," which is given to the institution, and the last days of the veterans are passed in an atmosphere wherein pride is not wounded, nor the obligations of fraternity forgotten.

There are several unique features of this popular order which have attracted wide attention. It is perhaps the only secret society which demands as a qualification white male citizenship of the United States as a requisite for admission, and not more than one lodge may be instituted in any one corporate community. The citizenship clause of its laws enables it to conduct its business upon the lines of American institutions, while the non-creation of a rival lodge in the same city prevents the friction which invariably results from competition among men who subordinate organization to their own personal ends. No lodge of the Order of Elks can be established in any locality not under the absolute jurisdiction of the government of the United States, and Great Britain and Canada cannot be granted this privilege. Canada, however, has instituted something it is pleased to call the Canadian Order of Elks, which is in no way connected with the original order by affiliation or ritualistic analogy. The territorial possessions of the United States—Hawaii, the Philippines, and Porto Rico—have lodges, and are represented by delegates in the national convention in Philadelphia.

So much has been written in the past about the principles and objects of the Order of Elks that it is well they should be stated as a portion of this article. As before mentioned, any white male citizen of the United States, twenty-one years or more of age, of good moral reputation, and having lived under the

jurisdiction of a lodge of Elks for a period of at least six months prior to his application, is eligible to membership. While the order is a secret one, the only absolute secret is that the objects of its benevolence shall not be known to others than its members. It inculcates the practice of charity, justice, brotherly love, and fidelity, stimulates patriotism, and endeavors by moral education to instill a love of the higher ideals among its members. It is absolutely non-sectarian, and clergymen of all denominations, priests, and rabbis are to be found in its ranks. It does not attempt to imitate religious rites, nor is it antagonistic to creed. It is an adjunct to all religions without conflicting with any. Belief in the existence of a Supreme Being is all that it demands from its applicants.

The head of the order for 1906-7 is Henry A. Melvin, of Oakland, judge of the Superior Court of Alameda County, California, and it boasts of other judicial luminaries. William H. Moody, justice of the Supreme Court of the United States, is a member of the Grand Lodge from Haverhill, Mass. About one-half of the Senate and House of Representatives are members, while many of the Governors of States, mayors of cities, and other political lights are affiliated with it.

One other peculiarity of the order is its disposition to acquire real estate and erect homes for each local lodge, and to-day there are nearly seven hundred such buildings throughout the country devoted exclusively to Elk purposes, many of them being remarkable both for architectural beauty and artistic adornment. The value of real estate held by the various subordinate lodges amounts to over six millions.

As successors of the seven original members, who constituted the first lodge in New York in 1868, 250,000 of the best citizens of the country are enlisted under its banner, and its development in less than forty years is a proof of the virility of its principles. From its combination of fraternal and social features it has acquired a strong hold upon the affections of its members, while their personnel has been a prime factor in its development.

It is only natural, therefore, that the press of the country chronicles the doings of this fraternity as assembled during the reunion, as each section has a local interest in some portion of the conclave, while the proceedings of the Grand Lodge have an influence which is felt in every one of the 1,074 cities represented in its deliberations.



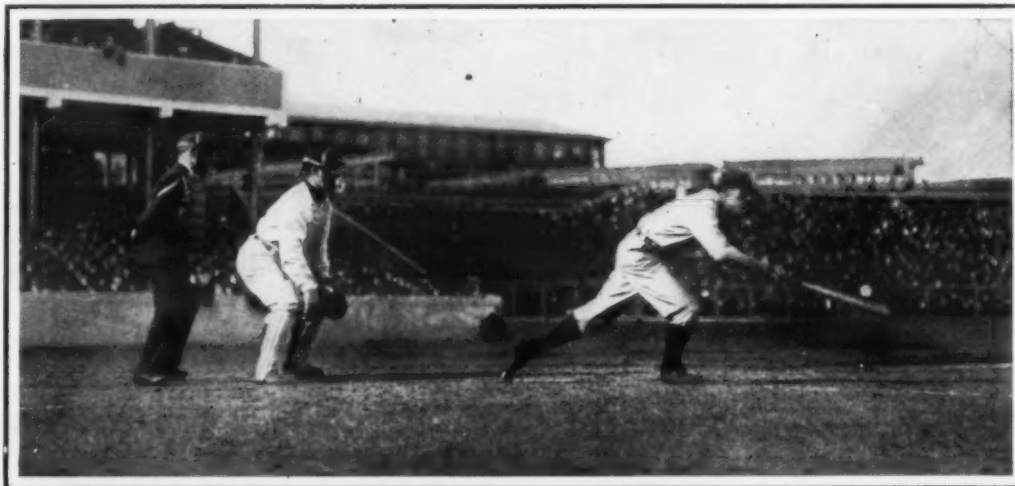
WORLD'S CHAMPION IN THE 100-YARD DASH.

DAN KELLEY, OF EUGENE, ORE., WHO HAS A RECORD OF 9 3-5, AND WHO WILL COMPETE IN THE A. A. U. MEET AT THE JAMESTOWN EXPOSITION.—Miller.

A Delicious Drink.

HORSFORD'S ACID PHOSPHATE.

A TEASPOONFUL added to a glass of water and sugar to suit invigorates and refreshes.



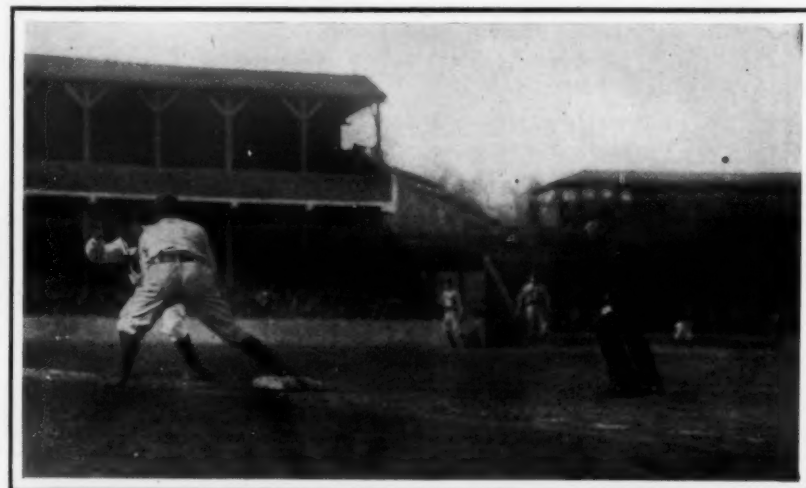
TREMENDOUS BATTING REACH OF JORDAN, FIRST BASEMAN OF THE BROOKLYN NATIONAL TEAM.



A SAFE SLIDE HOME, BY CONROY, LEFT-FIELDER OF NEW YORK AMERICANS.



ALTIZER, SHORTSTOP OF THE WASHINGTON AMERICANS, STARTING FOR FIRST AFTER A BUNT.



SHANNON, GIANTS' LEFT-FIELDER AND GREATEST RUN-GETTER, BLOCKED AT FIRST BASE.

INTERESTING BASEBALL ATTITUDES SNAP-SHOTTED.

PICTURES WHICH SHOW THE STYLE OF PLAY OF SOME OF THE FAMOUS EXPONENTS OF THE NATIONAL GAME.—Photographs by B. G. Phillips.



(SECOND PRIZE, \$3.) MARKET DAY IN MEYCANAYAN, PHILIPPINE ISLANDS.
Dr. J. W. Anderson, Philippine Islands.



(THIRD PRIZE, \$2.) UNITED STATES TROOPERS (FIFTH CAVALRY) FORDING
BLACK RIVER, ARIZONA.—*Henry E. Franz, Arizona.*



LATEST PHOTOGRAPH OF THE MOON.—*Robert P. Skinner, France.*



WOMEN GRAIN-SELLERS AT MT. SILINDA, RHODESIA, SOUTH AFRICA.—*Columbus C. Fuller, South Africa.*



FAMOUS FIFTH AVENUE HOTEL, NEW YORK, ABOUT TO BE TORN DOWN TO MAKE WAY FOR AN
OFFICE BUILDING.—*James Ostrander, New York.*



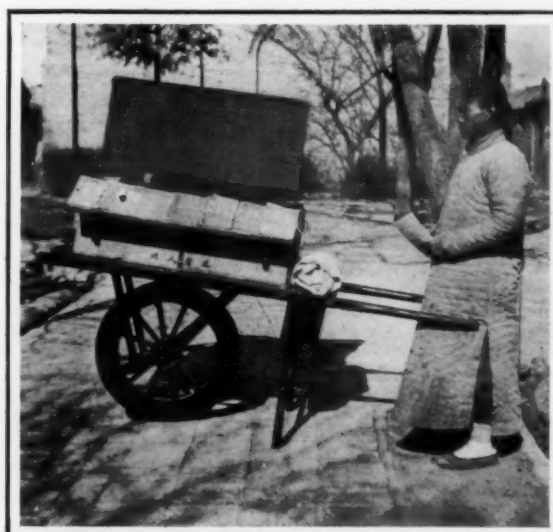
DOORWAY OF A RUINED GREEK TEMPLE AT SHAV, TURKEY-
IN-ASIA.—*H. M. Irvin, Turkey-in-Asia.*



VIEW FROM THE TOP OF THE FAMOUS "101 STEPS" IN
YOKOHAMA.—*Hamilton M. Wright,
California.*



(FIRST PRIZE, \$5.) BEST DANCERS IN THE
FOURTH OF JULY COMPETITION AT PAGO PAGO,
SAMOA, IN THEIR HOLIDAY COSTUME.
Lieutenant J. H. Blackburn, United States Navy.



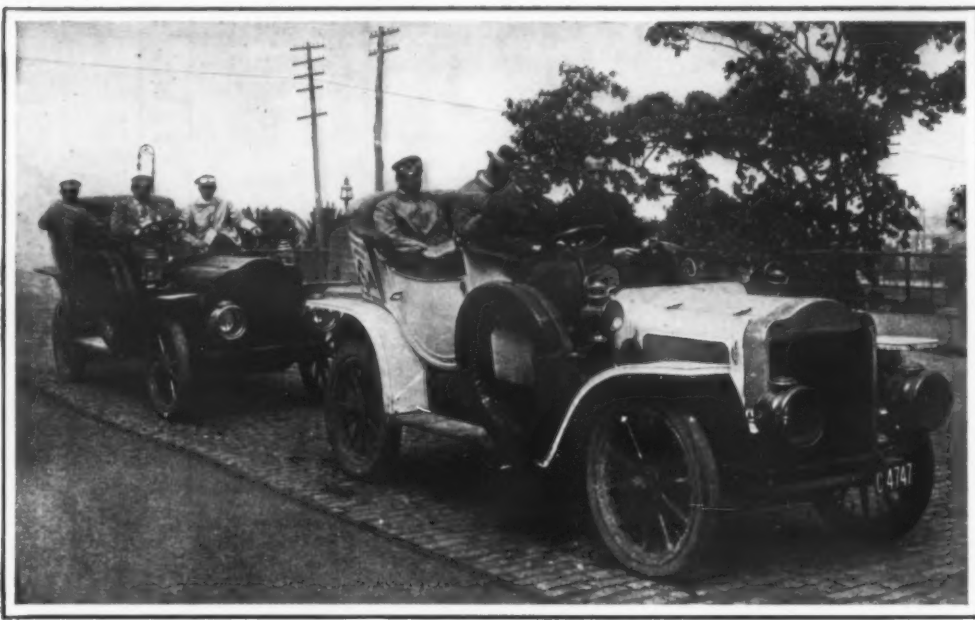
CHINESE COLPORTEUR WITH HIS SUPPLY OF BIBLES
DISPLAYED ON A WHEELBARROW.
Arthur Singen, China.

AMATEUR PHOTO PRIZE CONTEST.

UNITED STATES NAVY WINS THE FIRST PRIZE, PHILIPPINE ISLANDS THE SECOND, AND ARIZONA THE THIRD.



A STATESMAN IN A MODERN CHARIOT—VICE-PRESIDENT FAIRBANKS LEADING THE CIVIC AND AUTOMOBILE PARADE THROUGH THE TOWN OF NEWCASTLE, IND., IN A FOUR-CYLINDER MAXWELL.—Lazarnick



AUTOMOBILES THAT STOOD AN EXACTING TEST—THE TWO STANCH AND POWERFUL WHITE STEAMERS WHICH MADE PERFECT PERFORMANCES IN THE REMARKABLE 600-MILE SEALED-BONNET RUN OF THE AUTOMOBILE CLUB OF AMERICA.—Lazarnick

The Man in the Auto.

AN AMERICAN traveler notes the contrast between the attitude of his own countrymen who are automobilists and the French and English owners of cars. The former look upon automobiling as a sport, like golf or yachting; the latter regard their machines, for the most part, as necessary adjuncts to the daily routine of business as well as pleasure. Thus, the least common type of automobile seen in London and Paris is the touring car, while there is a great variety of broughams, victorias, landaulets—machines designed for every-day service and convenience. Perhaps this matter-of-fact use of the automobile is responsible for the superiority of the English and French chauffeurs to those of the United States. Very few accidents due to the carelessness of ordinary drivers are recorded in London and Paris; the accidents of which the world hears so much are usually those which befall the drivers of automobiles that are merely racing-machines. A French chauffeur has to prepare for a calling in which competition is intense, and must demonstrate his aptitude for it. The requirements of the State, the manufacturers and sellers of automobiles, and of employers all operate to put a premium upon training and skill.

A COMPETITION of great practical importance was the "sealed-bonnet contest" recently conducted by the Automobile Club of America over a 600-mile course in Long Island and Connecticut. Forty-seven cars (ten runabouts and thirty-seven touring cars) started, and forty-two (including two White steamers) finished with a perfect score, after four days of travel. The bonnets, radiators, gear-and tool-boxes were sealed before the start, with the understanding that any driver who broke the seal must drop out of the contest. Tire repairs were alone permissible, and the time taken in making these had to be added to the running time; but there was very little tire trouble, almost the whole course being over well-macadamized roads. Such tests should do much to establish the practical value of the machines which pass through them successfully, and the excellent showing made in this one by nearly all the cars—mostly of American manufacture—which took part is most encouraging.

TWO remarkable records for automobile racing were made in Europe recently. The one was S. F. Edge's feat of driving a Fiat car 1,581 miles, 1,310

yards in twenty-four hours, on the new Weybridge (England) cement motor track; the other was Felice Nazzarro's winning of the Grand Prix on the course at Dieppe, France, in a Napier car, in six hours, forty-six minutes and thirty-three seconds for a distance of 478 miles. Nazzarro's average speed was 70.6 miles over what is probably the best course in the world, forty-seven miles in length. Edge's average speed over the short Weybridge course, three and one-quarter

miles in circuit, was more than sixty-five miles an hour. His car tore up the roadway to such an extent that frequent stops had to be made for tire repairs. In view of the greater difficulties encountered by Edge it is hard to say which achievement, his or the Italian's, is the greater; but as Nazzarro has within three months won first place in the three big international events of the year—the Florio cup race at Palermo, Italy, the German Emperor's cup race over the Taunus circuit, and now the Grand Prix competition—he must be regarded as the automobile hero of the season.

THAT the excellence of American automobile-building is more and more appreciated by American and foreign purchasers is shown by the figures of automobile imports and exports for May. In May, 1906, 117 foreign cars were brought into this country; this year the foreign importations for the same month were 105. In May of 1906 the value of exports of cars and parts was \$75,096, while in May of 1907 the total was \$88,528. The total exports of cars and parts for the eleven months ending May 31st, 1907, were \$609,153 against \$577,269 for the corresponding period of 1906-7.

An Elk Trophy for President Buchanan.

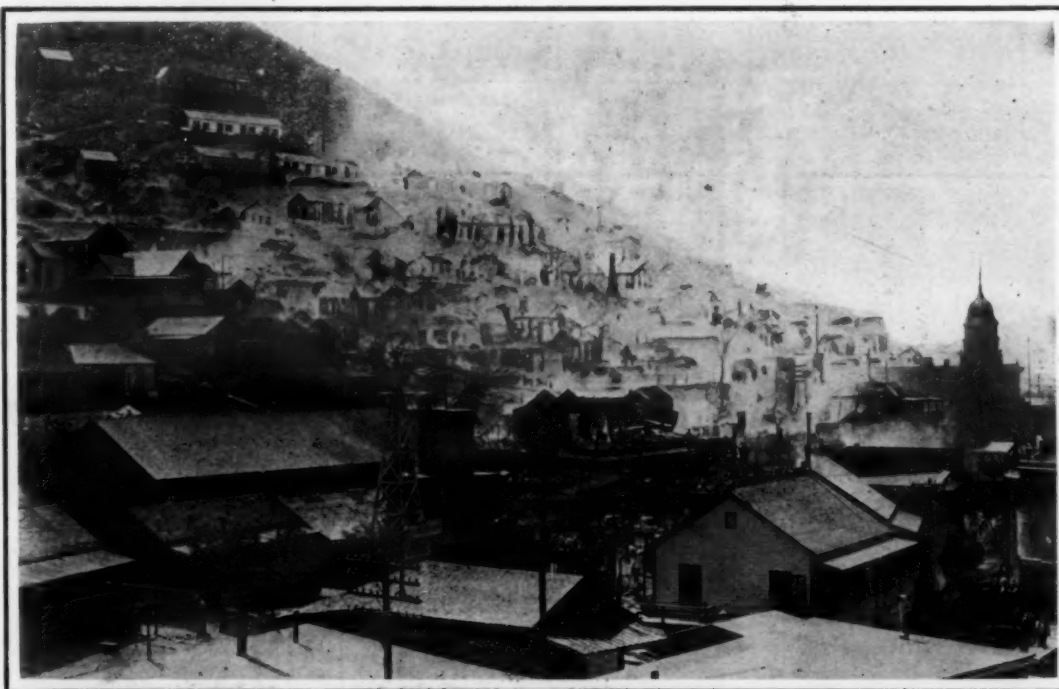
THE CUSTOM of lavishing gifts upon the occupant of the White House did not originate in our time. Admirers of the chief magistrate have thus testified to their regard for him in widely separated periods of American history. A curious gift to President Buchanan was presented to him by a Seth Kinman, a trapper of Humboldt County, California, in the form of a chair made of elk antlers. The frontiersman had been born in Pennsylvania, and thus counted himself peculiarly in sympathy with a President from the Keystone State; so he constructed this unique piece of furniture, which he punningly and somewhat irreverently called "Old Buck's chair," and brought it East with him, making the toilsome overland journey that he might have the pleasure of giving it to the President in person. He spent a few days in New York on his way to Washington, and, as a reader of LESLIE'S WEEKLY, called to pay his respects to its editor. It was on that occasion that the pictures of himself and his chair were secured. He represented a type which passed away with the development of the country until picturesque costume, such as his, is almost unknown.



SETH KINMAN, THE CALIFORNIA TRAPPER WHO GAVE PRESIDENT BUCHANAN A CHAIR MADE OF ELKS' ANTLERS.—Reproduced from Leslie's Weekly, June 3d, 1857, and copyrighted.



"OLD BUCK'S CHAIR," THE QUEER PIECE OF FURNITURE FASHIONED OF ELKS' ANTLERS FOR PRESIDENT BUCHANAN.—Reproduced from Leslie's Weekly, June 3d, 1857, and copyrighted.



BISBEE, THE FAMOUS ARIZONA COPPER CAMP, IN FLAMES.

WHOLE TOWN OF 20,000 INHABITANTS THREATENED BY FIRE WHICH DESTROYED MANY BUILDINGS IN THE RESIDENCE AND BUSINESS DISTRICTS, ONE THOUSAND PERSONS BEING RENDERED HOMELESS.—THE FIRE STARTED FROM A GASOLINE EXPLOSION IN THE COLORADO HOTEL (RUINS NEAR WATER TANK) AND STOPPED AT THE PYTHIAN CASTLE (BUILDING WITH TOWER), WHICH WAS DAMAGED—SCORES OF RUINED HOUSES ARE SHOWN ON CHIHUAHUA HILL.—Photograph by Harry H. Jones.

Bloody New York Riots Fifty Years Ago

Illustrations Reproduced from Leslie's Weekly, July 18th, 1857, and Copyrighted



MEMBER OF THE "DEAD RABBIT" GANG.



WOMEN AND MEN THROWING MISSILES INTO THE STREET.



"BOWERY BOY" IN HIS HOLIDAY ATTIRE.

REFERENCE was made in these pages recently to the conflict between the rival police forces of New York City in 1857. A natural effect of the defiance of constituted authority shown by Mayor Wood and the rest of the city officials was an increase in the activity of the lawless element of the city. On July 3d of the same year a fight started in Bayard Street between members of two notorious gangs of the type which has persisted almost up to the present day, though their excesses have only on one other occasion been so grave as those about to be described. The "Bowery Boys" and the "Dead Rabbits," as these associations of roughs called themselves, were soon engaged in a pitched battle in which seventy-five or a hundred men took part. It raged through the evening of the 3d and spread through a number of the streets in the Five Points district of what is now the lower East Side. Brickbats were at first the weapons, but as the passions of the mob became inflamed, firearms were freely used. The "Bowery Boys," who seem to have exhibited a higher order of strategy than their opponents, finally erected a barricade of horse carriages and carts in Bayard Street, and the "Dead Rabbits" improvised a similar barrier, about 200 feet away, out of grocers' wagons, barrels, and boxes. From behind these shelters the combatants threw bricks, stones, and crockery at one another, occasionally varying the attack by the discharge of guns and

pistols. Now and again single champions of either side would rush into the open space between the barricades, defying the enemy, and sometimes paying for their daring with their lives. Almost no attempt was made by the police to quell the riot, and the mob held undisputed possession of the scene of battle, women and children sometimes joining in the fray, until both sides suspended hostilities by reason of exhaustion. The combatants having every opportunity for removing their dead and wounded, the exact number of their losses was never known.

The disorders were renewed, however, on the 5th, when some of the members of the gangs wrecked a grocery whose proprietor refused to give them liquor.

The grocer and his friends resisting and driving the rowdies out, the fighting became general and firearms were again used. On this and the preceding day the militia were called out, and the Seventh and Seventy-first regiments relentlessly dispersed and hunted down the rioters, whom the rest of the citizens had begun to fear as threatening a general rising of the worst classes of the community. Six were killed and a hundred wounded before the militia finished their good work. In spite of the lesson which the lawless element had received, disturbances broke out in another quarter of the city on July 13th and 14th, but these were suppressed by the metropolitan police. Since that time, with the exception of the draft riots of

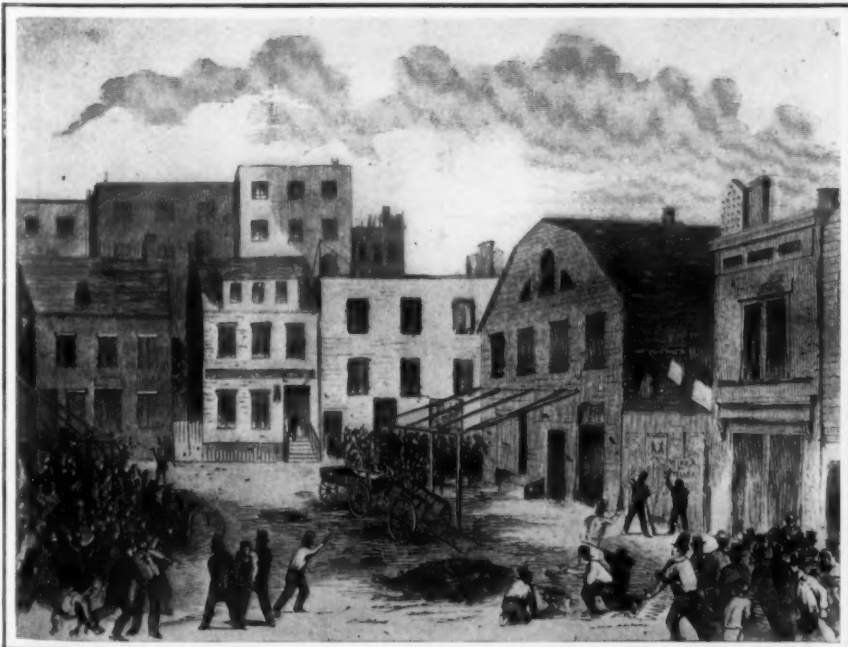
1863, there have been no notable occasions when the police of New York have not shown themselves efficient in putting down mob disorder, whatever other failings may have been imputed to them.

Amateur Christmas Photos Wanted.

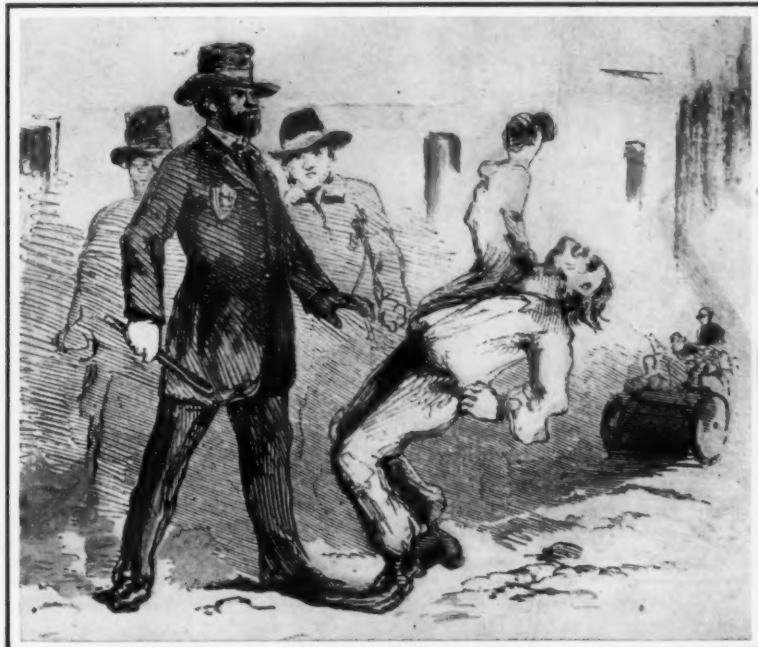
THOUGH Christmas is a long distance ahead, LESLIE'S WEEKLY is making preparations to insure the excellence of its next Christmas number. Photographers are particularly desired to submit as early as possible such work as is suitable for the Christmas competition, or for other illustrative purposes of the holiday number. For the best picture submitted on a Christmas subject a prize of \$10 will be awarded.



BARRICADE IN BAYARD STREET FROM BEHIND WHICH THE "DEAD RABBITS" FIRED MUSKETS AND HURLED BRICKS AT THEIR ADVERSARIES.



THE POINT (CORNER OF BAYARD AND ELIZABETH STREETS) AT WHICH THE WARRING MOBS FIRST JOINED BATTLE.



RIOTER STRICKEN DEAD BY A BULLET AT THE INSTANT OF HIS ASSAULT UPON A POLICEMAN.



RUNAWAY UTES BREAKING CAMP IN THE BLACK HILLS ON THE LAST MORNING OF THEIR HISTORIC "HIKE" FOR BETTER HUNTING-GROUNDS.
May I Stilwell.



ALGONQUIN PAPOOSE OF NORTHERN ONTARIO IN A HAMMOCK OF WHICH AN AMERICAN FLAG FORMS A PART.—*Courtesy of the Grand Trunk Railway System.*



TEACHING YOUNG INDIANS THE DIGNITY OF LABOR—CHILDREN OF THE UMATILLA (OREGON) INDIAN INDUSTRIAL SCHOOL WORKING IN THE FIELDS.—*Major Lee Moorhouse, Pendleton, Ore.*



INDIAN FISHERMAN'S TENT ON THE BANKS OF THE COLUMBIA RIVER.
Lee Moorhouse.



THE VICES OF "CIVILIZATION"—OREGON "BUCKS" GAMBLING AND DRINKING.
Lee Moorhouse.



THE WHOLE LO FAMILY, INCLUDING THE DOG.
Lee Moorhouse.



A DESCENDANT OF THE ANCIENT LORDS OF THE COLUMBIA—STALWART INDIAN BATHER AT TUM-WATER FALLS, OREGON.—*Lee Moorhouse.*

THE INDIAN OF TO-DAY AS THE PHOTOGRAPHER SEES HIM.
A PAGE OF "BACK TO NATURE" PICTURES THAT HAVE A PARTICULARLY STRONG APPEAL TO THE WHITE MAN IN THIS VACATION SEASON.



NEAR THE MARKET ON ECHIGUA STREET—EVERYBODY NONCHALANTLY WADING.



PRINCIPAL STREET IN MANILA, THE ESCOLTA, INUNDATED AFTER A HEAVY DOWNPOUR.



ENTRANCE TO THE GOVERNMENT BUREAU OF PUBLIC PRINTING AFTER A FALL OF 17.29 INCHES OF RAIN IN TWENTY-SEVEN HOURS.—Homer L. Knight.



BUSINESS STILL BRISK ON THE ESCOLTA, DESPITE ITS BEING TURNED INTO A CANAL.



A VENICE IN THE PHILIPPINES—STREET SCENE IN MANILA IN WET WEATHER FIFTY YEARS AGO.—Reproduced from *Leslie's Weekly*, November 7th, 1857, and copyrighted.



PEDESTRIANS UP TO THEIR KNEES IN WATER ON SAN MIGUEL STREET AFTER A STORM.



GOOD BOATING ON SAN MIGUEL STREET FOLLOWING AN EXCESSIVE RAINFALL.

MANILA IN 'MIDSUMMER A MUCH-DELUGED METROPOLIS.

TYPICAL AND REMARKABLE SCENES IN THE CAPITAL OF THE PHILIPPINES DURING THE ANNUAL RAINY SEASON—TREMENDOUS STORMS FLOOD THE STREETS AND CAUSE NO LITTLE LOSS OF PROPERTY AND LIFE.

What Notable Men Are Talking About

HOW TO ACHIEVE SUCCESS WITH HONOR.

BY PRESIDENT HADLEY, OF YALE.

YOU ARE ambitious for success in life; and we are ambitious for you. You desire professional eminence, wealth, office.



ARTHUR T. HADLEY,
President of Yale University.

They are all good things if they come as incidents in an honorable career. If they come as the price for the slightest loss of personal purity or personal straightness, they are bad. The man who takes them at this price has not clean hands and a pure heart. The man who even thinks of taking them at this price has lifted up his soul unto vanity. He may at this price gain the position of eminence which he covets; but it will be as a hired servant, not as a God-given leader. I hope that it may be said of

each one of you that he realized the objects of his ambition—that he did his business with success, or that he extended the bounds of human knowledge in his profession, or that he was chosen to positions of eminence among his fellow-men. But I beg you to count each one of these things as small compared with the importance of extending those standards of honor which you have received from those who have gone before, until they shall have become a part of yourselves and an influence which shall mark you as true leaders and helpers to your fellows. And when the ever-diminishing number of your classmates come back to the successive reunions thirty and forty and fifty years hence, be assured that their proudest words of remembrance will not be those wherein they recount the honors which have fallen to your lot, but those in which they say of you quietly to one another, "He lived a clean life; he was straight as a die; he left the world better for his having lived in it."

OVER-CAPITALIZATION DOES NOT AFFECT RAILROAD RATES.

BY FRANCIS LYNDEN STETSON, COUNSEL OF THE SOUTHERN RAILWAY.

So far as relates to the rates of railroads in competition and under State regulation, there is no possibility of harm from over-capitalization. In every other particular indicated by the President any evil from over-capitalization would exist and operate in respect of stock corporations generally, whether organized as railroads or for industrial purposes. So far as concerns the issue of bonds, promising to pay sums exceeding the original consideration of the bonds, it is to be observed that in the case of corporations, just as in the case of individuals, this is a matter of financial credit. The corporation or the individual in good credit can borrow at a low rate and without discount; while to induce loans, those in poor credit must make concessions inversely large. Under such conditions, excessive bonded indebtedness does not constitute over-capitalization; and if it be an evil, it is an evil expressly permitted by law. That it is an evil when incurred for any purpose not strictly within the lawful purposes of the corporation, or for an amount impairing the ability of the corporation to carry on its legitimate business, I fully recognize. Reasonable safeguards should be provided against such evil, and should be accepted cheerfully by corporate managers. In this direction the provisions of the so-called public-utilities bill, requiring a commission's prior approval of all issues of railroad bonds, as well as of issues of railroad stocks, are eminently proper.

EDUCATIONAL PROGRESS OF THE SOUTH.

BY PROFESSOR SAMUEL C. MITCHELL, OF RICHMOND COLLEGE.

The South is advancing educationally along three different lines—in education of the neglected white children in the democratizing of the ideals of the higher institutions of learning, and in the training of the negroes. The school is within the reach of every negro child. Upon these schools the South has expended since the war perhaps as much as \$130,000,000. While the negroes should be encouraged to enter every avenue of life for which their talents fit them, it is, nevertheless, true that the great masses of this race will find their surest opportunities upon the farm. They need to be moralized. This threefold advance upon the part of the South constitutes one of the finest experiments in education which mankind has seen, and should enlist the sympathetic co-operation of the whole nation.

REWARDS OF LIFE ACCORDING TO ABILITY.

BY PRESIDENT CHASE, OF BATES COLLEGE.

If individuals and the race are to progress, it must be in response to those same personal incentives that have lifted men above brutes and produced those splendid differentiations of taste, talent, and genius that are the glory and hope of mankind. Human weal ab-

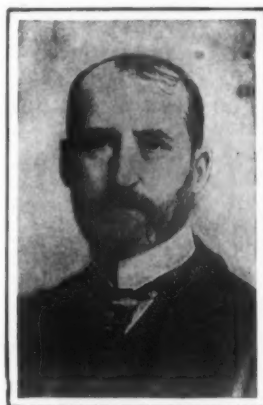
solutely requires that the kind and amount of the service that each of us shall undertake, and the portion of our gains and rewards that we shall devote to the welfare of others, be left largely to our own judgment and conscience. And could any attempt to have it otherwise be permanently successful, the star of human destiny would speedily set in darkness. Happily the primitive instinct of self-preservation and recognition will not permit such a result. As a consequence, no one of us can escape, through the virtue of any social or industrial mechanism, the responsibility of deciding how and what we will contribute to the common good. It is, indeed, a dangerous responsibility, fraught with awful consequences to ourselves and to others. But confront us it must and will; and the best thing we can do is to convert responsibility into opportunity.

LET COLLEGE MEN BE ACTIVE IN POLITICS.

BY SUPREME COURT JUSTICE WILLIAM J. GAYNOR, OF NEW YORK.

Take a live interest in government and politics. We should not hand our government over to the con-

trol of corrupt bosses and politicians. They have done their will with our cities and actually looted them, almost up to the present time, only because our educated and intelligent people took little or no interest in city government. Do not be a mere partisan. Never be afraid to change your mind in anything. Be teachers of good politics, always and everywhere. Register a vow this day never to vote for a loafer or a scoundrel, or tolerate him in any way in politics. Now I do not say that in all this you must neglect your own material interests. Be honest, industrious, and intelligent, and in that way acquire property if you can. Be assured there is no prejudice in this country against wealth, however great, acquired in that way. It is only ill-gotten wealth that is under the ban of the splendid intelligence and integrity of the people of this country. We are just entering upon an era of the greatest economic reform this country ever had. We are about to cause our governments, national and State, to make those who run our railroads understand that our railroads are not private roads, but public highways, on which there can be no discrimination or favoritism in rates. You will have your part in this, for it will take years to do it. We are also about to stop fraudulent stock and bond watering and swindling in our public corporations by laws such as our public-utilities law, which Governor Hughes has brought about. Such laws will not injure the bonds and stocks of our public corporations as is falsely said, but will improve them by making them honest and genuine.



WILLIAM J. GAYNOR,
Justice of the New York Supreme Court.—*Parasol*.

A "SQUARE DEAL" FOR THE INSANE POOR.

BY HENRY WOLFE, WARDEN OF STILLWATER (MINN.) STATE PRISON.

"If a man is insane when he commits a crime, in what way does he differ from the man who, through the interest and influence of friends or relatives, has been found insane and sent to the asylum before he commits an overt act? The only difference I can see

Never Despair.

NEVER despair, when the dark cloud is louring;
The sun, though obscured, never ceases to shine.
Above the black tempest his radiance is pouring,
While faithless and faint-hearted mortals repine.
The journey of life has its lights and its shadows,
And heaven in its wisdom to each sends a share;
Though rough be the road, yet with reason to guide us
And courage to conquer, we'll never despair!

NEVER despair, when with troubles contending;
Make labor and patience a sword and a shield,
And win brighter laurels, with courage unbending,
Than ever were gained on the blood-tainted field.
As gay as the lark in the beam of the morning,
When young hearts spring upward to do and to dare,
The bright star of promise their future adorning,
Will light them along, and they'll never despair!

THE oak in the tempest grows strong by resistance,
The arm at the anvil gains muscular power,
And firm self-reliance, that seeks no assistance,
Goes onward, rejoicing, through sunshine and shower.
For life is a struggle, to try and to prove us,
And true hearts grow stronger by labor and care,
While Hope, like a seraph, still whispers above us—
Look upward and onward, and never despair!

PHILIP FENTON.

is in the name. The first is called an insane criminal and the latter criminally insane. The former may be poor and without friends, but he is nevertheless entitled to the same protection, humane and considerate treatment, as the latter. We have at least twenty of these unfortunates in our prison, who were clearly insane when arrested, and the crime was doubtless the result of insanity. Why should such a poor unfortunate be branded as a criminal because he has no friends? In the majority of such cases the court could easily have determined his mental disorder and committed him to the asylum for the insane, where he belongs; and until some pains are taken to follow out this humane course much needless suffering and heartless abuse of those poor unfortunates are bound to follow throughout their jail and prison experience. I ask you—the possessor of a heart that beats in sympathy with the most unfortunate and oppressed—is it not enough to excite your sympathy to see this poor mental wreck reeling about in his chaotic efforts to stand alone, without branding him as a criminal, and treating him as one?

RICHERS AND PUBLIC STATION HONORABLY GAINED.

BY PRESIDENT LUTHER, OF TRINITY COLLEGE.

Our colleges ought to train men to understand what are the very highest ideals in business, in politics, in the conduct of human affairs. We in America have been too willing to believe in our own universal corruption. If it is true that great fortunes have been built up among us by methods which would show up poorly in the light of the Ten Commandments, it is equally true that great fortunes have been acquired by men who count not one dollar of gain either in oppression or dishonesty or sharp practice. If it is true that many men in public affairs have given and taken bribes, I believe it is equally true that many more men in public affairs have never done either.

THE EDUCATED WOMAN IN THE HOME.

BY BISHOP WILLIAM LAWRENCE, OF MASSACHUSETTS.

How shall we make a home? The superficial elements are easily gained. But there must be in the home the essential elements of love and mutual confidence. The last twenty-five years have brought great changes in the relations of different members of the home. In years gone by man was the master, woman the helper. Now education has been vouchsafed to woman; and this is bringing upon her constantly heavier responsibility. In these days the many unhappy separations which come, come, some of them, from sin, conscious and willful; but most of them through the inability of sustaining that fine character and self-restraint which make the home a place of love and trust.



RT. REV. WILLIAM LAWRENCE,
Protestant Episcopal Bishop of Massachusetts.

A Small Secret.

COULDN'T UNDERSTAND THE TASTE OF HIS CUSTOMERS.

TWO MEN were discussing the various food products now being supplied in such variety and abundance. One, a grocer, said, "I frequently try a package or so of any certain article before offering it to my trade, and in that way sometimes form a different idea than my customers have."

"For instance, I thought I would try some Postum Food Coffee to see what reason there was for such a call for it. At breakfast I didn't like it and supper proved the same, so I naturally concluded that my taste was different from that of the customers who bought it right along."

"A day or two after I waited on a lady who was buying a 25c. package and told her I couldn't understand how one could fancy the taste of Postum."

"I know just what is the matter," she said, "you put the coffee boiler on the stove for just fifteen minutes, and ten minutes of that time it simmered, and perhaps five minutes it boiled; now, if you will have it left to boil full fifteen minutes after it commences to boil you will find a delicious Java-like beverage, rich in food value of gluten and phosphates, so choice that you will never abandon it, particularly when you see the great gain in health." Well, I took another trial, and sure enough I joined the Postum army for good, and life seems worth living since I have gotten rid of my old-time stomach and kidney troubles."

Postum is no sort of medicine, but pure liquid food, and this, together with a relief from coffee, worked the change. "There's a Reason."

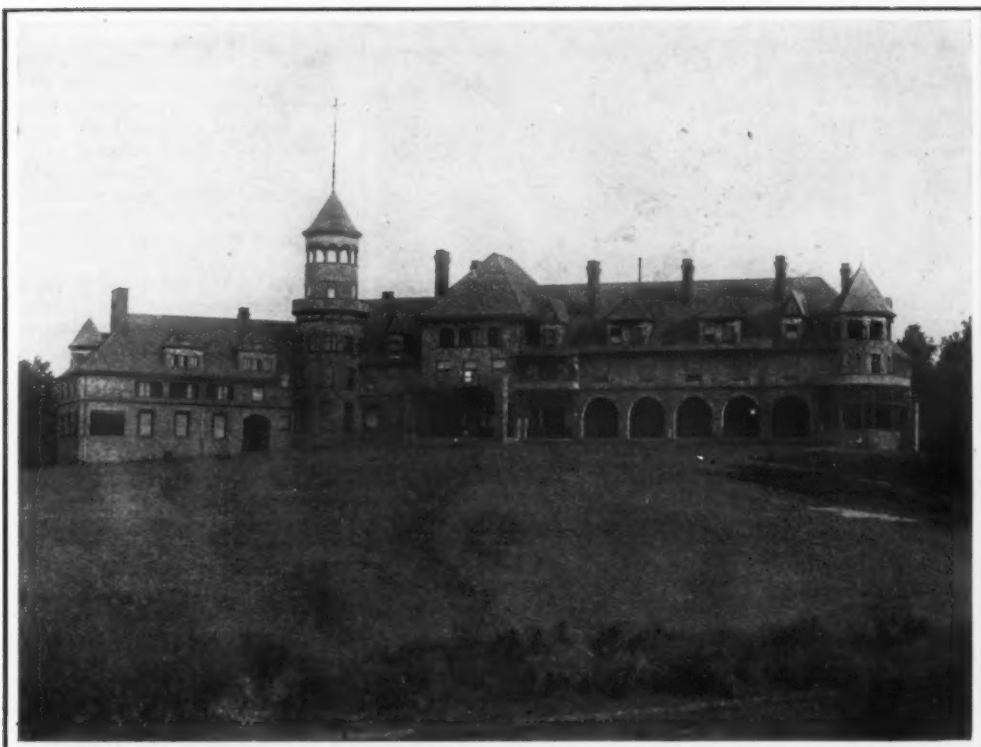
Read "The Road to Wellville," in packages.



LODGE OF THE COLORADO SPRINGS (COL.) BRANCH OF THE ORDER.



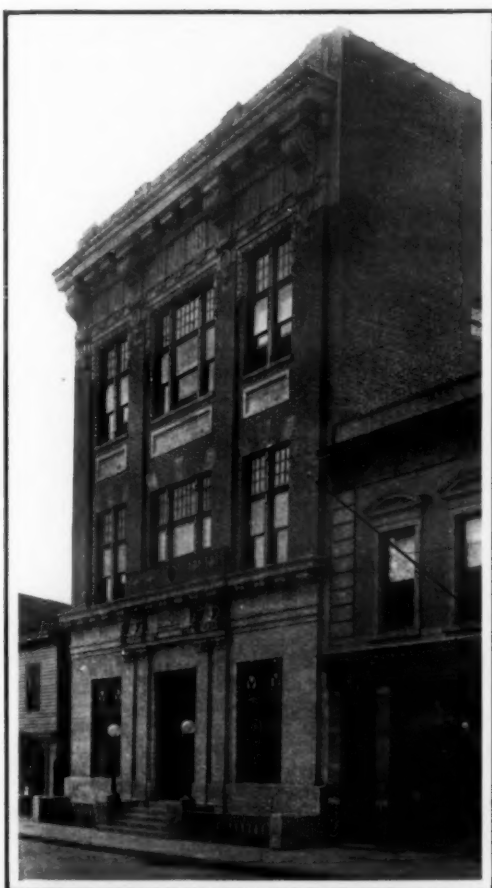
QUARTERS OCCUPIED BY THE ELKS OF MANHATTAN AND THE BRONX, IN COLUMBUS CIRCLE, NEW YORK.—Phillips.



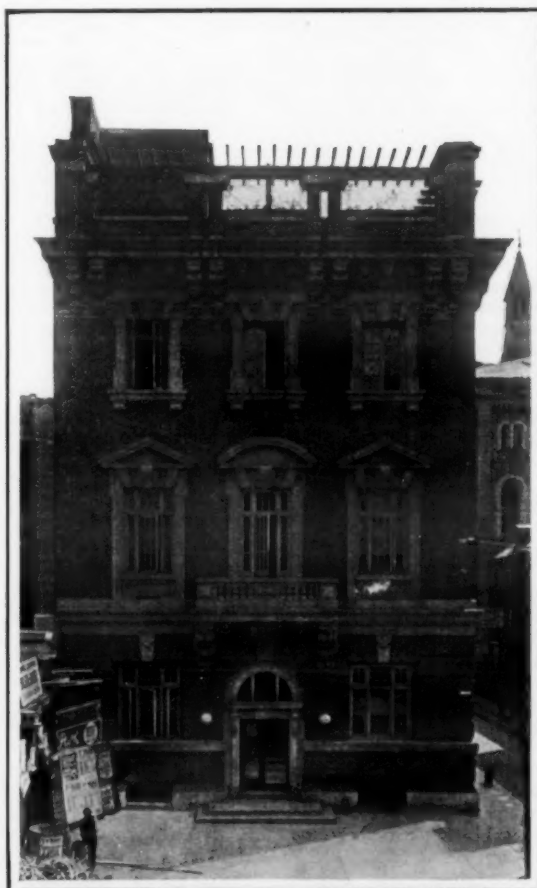
ELKS' NATIONAL HOME FOR SICK AND AGED MEMBERS, AT BEDFORD CITY, VA.



HOUSE OF BROOKLYN ELKS IN SCHERMERHORN STREET.—Blauvelt.



NEW \$100,000 EDIFICE OF THE ORDER IN NEWARK, N. J.—Blauvelt.



HOME OF THE PHILADELPHIA ELKS, WHERE THEIR BRETHREN OF THE REST OF THE COUNTRY ARE BEING ENTERTAINED.
P-J Press Bureau.



BUILDING OF THE B. P. O. E. AT TROY, N. Y.

HANDSOME HOMES OF THE ELKS OF THE UNITED STATES.
SOME OF THE LODGES OF VARIOUS BRANCHES OF THE GREAT BENEVOLENT ORDER NOW IN CONVENTION IN PHILADELPHIA.—See page 56.

Striking Fads and Fancies of London Town

By Harriet Quimby

LONDON, June 21st, 1907.

THAT stolid old London is slowly but surely undergoing a change is manifest to every traveler who casts an observing eye about and compares conditions with those of last year. For almost a quarter of a century Americans have been flocking here, but during the last few years their numbers have increased to such an extent that during the regular London season the gray old city is really more American than anything else. This year the steamship agents have been taken entirely by surprise, says a local statistician. Early in the year their estimate of the number of travelers was influenced by report of Wall Street losses. Since it has been proved that these had little effect, as the losses fell mainly on a few individuals.

The actual records show that the invasion of Europe by Americans this year has so far been much greater than that of last year. The increase of transatlantic travel in 1906 and 1905 was about five and a half per cent. Comparative figures for 1907 show the increase over last year to be fourteen and one-half per cent. Of this number there are some, of course, who do not visit London, but the vast majority spend at least a few days here. And despite the criticisms—for one can scarcely pick up a local paper or magazine which does not contain at least one item gently scathing or frankly open in its slap against our countrymen—we are welcome. It is not too much to say that during June and July London exists for Americans.

It is no secret that our chief attraction in English eyes is the vast wealth which each person hailing from the land of the stars and stripes is supposed to possess, and the separation of that wealth from its owner seems to be the aim of every true Briton.

It is another fact that the English, as a rule, are unable to make social distinctions between Americans. As a writer in the open column of a Paris newspaper expressed it, "They take us at face value of our boast that we are a democracy," and as a reporter in a London paper wrote, "American women are usually taken for school teachers and ex-chorus girls, and the men as brewers." But that they are all delightfully rich is the general opinion. Although it is not generally admitted, it is, nevertheless, a fact that the ex-chorus girl has a better chance for social advancement in England than has the school teacher, regardless of the latter's family or education.

That American money is aristocratic to a degree and highly desirable is the unanimous opinion here, and there is no scruple against tainted money. The shops this year are displaying the sign, "Americans are cordially invited to enter and inspect our stock." There is nothing to indicate that the Germans and the Frenchmen are also cordially invited, nor are the prices of goods displayed in marks or francs, as they are in the dollar sign of Uncle Sam. Last year it was almost impossible to procure an ice of any kind outside of the fashionable hotels or cafés, but this year all the little shops and unpretentious eating-places, as well as all of the large places, display the sign, "American ices." These ices are a delusion and a snare, however, to the patron who knows a really good ice, and it is in only one or two places in all London that anything is offered in the way of frozen refreshments that can compare with the same article in New York. Ice-cream soda is advertised, but it is not ice-cream soda as Americans know it.

Another amusing effect of the American invasion of London, and one which admirably sets forth the prevailing idea—and not without reason—of American social ambition and snobocracy, is to be found in the want columns of the daily papers. Taken at random and from the leading papers of London, the following are quoted:

LADY OF NOBLE BIRTH would spend part of afternoon in promenading with Americans.

LADY AND DAUGHTER OF NOBLE BIRTH would travel with Americans—one of them only to receive remuneration.

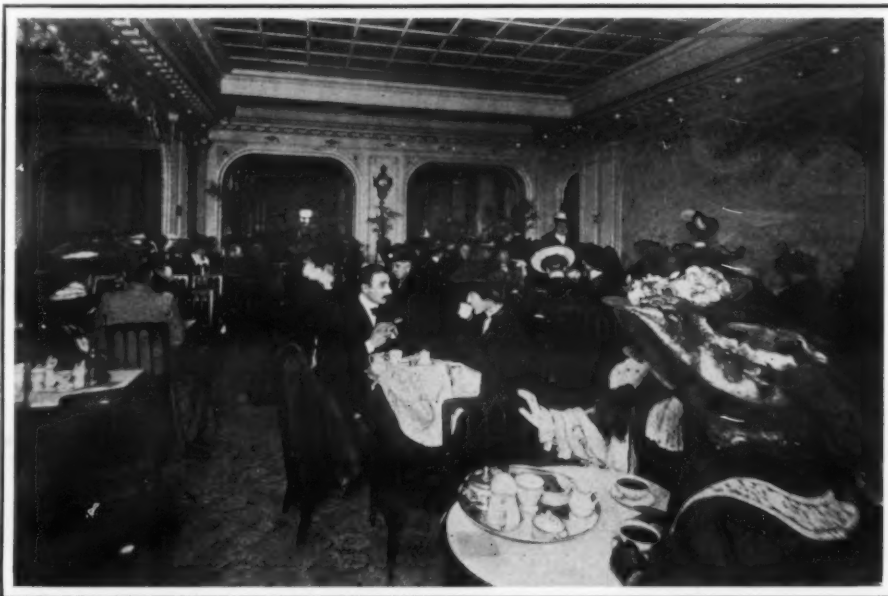
LADY OF NOBLE FAMILY would arrange for social introduction of Americans. Secrecy observed.

Just why any free-born and sensible-minded American would pay a lady of noble or any other birth to promenade with her during the afternoon is not explained, but it is to be presumed that some of these advertisements are answered, or they would not appear so continuously and in varied forms.

An innovation of this season is the so-called Anglo-American Rendezvous, which opened its doors to the members during the early part of June. The officers and honorary members of this rendezvous are, according to the little booklet published and sent to Americans staying at the fashionable hotels, all titled. It

is intimated in the text that only the cream of American society will be allowed to pay for the privileges of the rendezvous, and the recipient of the booklet is thereby supposed to be pleased by the veiled flattery of an invitation to join. The club is in reality purely a financial proposition, and the officers and honorary members were gathered together in a novel manner. The titled officers are, no doubt, shareholders, and the election of the honorary members was brought about thus: Rather handsome vanity bags of dull-green suede were sent in quantity to the various large transatlantic steamship lines, and these bags were distributed, according to the judgment of the ship's officers, to first-cabin passengers. Each recipient of a bag was elected, unconsciously, as an honorary member of the club, by merely accepting the bag, together with the numerous other trifles usually given out by the steamship companies as souvenirs of the trip. From this fact we assume that it is the second-cabin passengers who are supposed to support this rendezvous, with its first-cabin society flavor, by paying entrance fees.

The quarters of the rendezvous are rather attract-



A TYPICAL TEA-ROOM IN LONDON.

ive, and the place is similar to the shoppers' Clover Club, of New York, except that there is a smoking-room for the women and the luncheons served are a trifle more expensive. It is, on the whole, a very good idea, aside from the spirit of grasping, which is more than manifest. During the day of the opening reception there were too many subscription books with urgent solicitors for the various charities of London to make the afternoon comfortable for the strangers, many of whom declined, for this reason, to become members. Automobile trips are arranged by the club, and the president innocently asked me to put in the American papers the name of the automobiles used.

Although the hotels here are supported almost entirely during the season by Americans, and the money made during the two months is a goodly item toward paying the expenses for the remainder of the year, one or two anonymous attacks have been made in the local papers by hotel managers, and they are quoted as saying that the time will eventually come when Americans will be barred from the first-class hotels because of their carelessness in dress and their general vulgarity. Judging by the present method of spreading the nets to catch American dollars, there is no imminent danger of the barring. The real danger is that, owing to the jump in rates during the American season, we shall be literally held up.

London tea-rooms are interesting to a degree, and in many ways they are a revelation to one accustomed to the tea-rooms in other countries. One of the most popular, which is situated in the fashionable shopping district on Regent Street, not far from Oxford Street, dispenses, besides the cup that cheers, champagne, cordials, brandy and soda, and numerous other liquids which seem to be much in demand by the dainty shoppers. The latter order quite unabashed and drink their tipples openly. The wine list of this tea-room, which opens wide on the street and in no way suggests the nature of the refreshments within, contains all the well-known brands of wines and whiskey. Tea also is served here and sandwiches and cakes. The surprising feature about this place—which has duplicates in other parts of London—is not that champagne is bought and drunk by women, but that it is sold on draught and is to be had for ninepence a glass (eighteen cents).

Some of the tea-rooms have accompanying smoking-rooms, but one will see much less smoking in London than in the fashionable tea-rooms and hotels on the continent. It must not be considered that these tea-, tipples-, and smoking-rooms of London are questionable. They are no better and no worse, as far as

general patronage goes, than those at which tea only is served, and it is quite respectable to stray into one which opens wide on the street, sans screen doors or anything to suggest the wine list within.

The tourist who lives entirely in a fashionable hotel during his visit to London makes a great mistake; for, although the hotel tables are well supplied, as a rule, the stranger misses much that is unique and entertaining which is to be found in the various quaint eating-places scattered about the city. At a rather prominent place on Oxford Street the menu contains such items as "bubble and squeak" and "toad in the hole," and another on the Strand makes a specialty of eel stew and of beefsteak and kidney pudding. "Bubble and squeak" is simply a mixture of spring cabbage and new potatoes hashed together and browned in the pan, and "toad in the hole" is a pie made with several kinds of meat and with an upper, but no under, crust. The English seem to eat continually. At any time of day the cafés are comfortably filled with patrons, but they are especially so at ten in the morning and between three and four in the afternoon. The average English woman shopping will drop in about ten for a glass of milk and a bun, or a soft-boiled egg and a slice of thin brown bread, and in the afternoon she will, of course, have her tea. The men do the same, and even the clerks in the shops and the workers in general take a bite about ten in the morning, and the tea caddy is found in every business office.

One of the astonishing sights to American eyes—and Americans are accused of eating all sorts of unwholesome mixtures—is the English habit of eating cooked sour fruit and sweet cream together. Gooseberry pudding and green-gage pudding, the acid of the fruit little mitigated by sugar unless one sifts on a great deal extra—which the English do not—are invariably accompanied with thick sweet cream. Puddings and tarts do not seem to be in favor alone, but they are served with either custard, junket, or cream. I noticed one indigestible luncheon that would put the average pie-eating American to shame. A sad-faced and rather spiritual-looking man consumed for his luncheon a beefsteak and kidney pudding—these are served in individual dishes, an entire pudding to each person—and this was followed by a chump chop, and the chop was topped off by another pudding of gooseberries smothered in cream.

One or two places in the shopping district of London have this year established a specialty of serving fruit luncheons, and they appear, and deservedly so, to be very popular. For a shilling one will have served a plate of fresh fruit, including a slice of fresh pineapple and cream, one banana, one orange, one apple, a couple of pressed figs, a couple of dates, a handful of cherries, and a generous quantity of mixed nuts. The fruit salads, or the *macédoines* of fruits, which are simply a variety of fruits prepared and eaten with a fork, together with a biscuit and a cup of tea, make a substantial and attractive luncheon.

Since last year electric 'buses have been introduced in London, and in some of the streets they have almost replaced the horse 'buses. The taximeter, too, is this year making a bid for popularity. A pleasing thing about London, and one which attracts immediately, is the splendid condition of the 'bus horses. It is claimed that these horses are required to work only four hours a day. They are all well-shod, well-fed, and they are strong and vigorous, in happy contrast to the poor, ill-fed, and abused animals which draw the public vehicles in Paris, and which are just now arousing the hostility of the strangers in that gay city. These strangers constantly write to the papers in protest against the treatment of the animals, but they continue to pile three and four at one time into a carriage drawn by one lone horse.

A curious incident, involving a young and good-looking French woman and her dog, occurred recently on a continental railway. For several hours the young woman bestowed more attention and tender care upon the pretty little creature than the majority of women do upon their firstborn, and at every station it was taken out for exercise, and between stations it was fed with dainty nibbles taken from its special basket, which also contained extra wraps, fresh shoes, and a gay collar with a huge bow. What attracted most attention was, however, the purchasing of a bottle of mineral water, the taking out of a tiny folding traveling cup into which some of the water was poured, and the lapping of it up by the pet.

GREAT BEAR SPRING WATER. "Its purity has made it famous." 50c. per case.



What Quality Means

Among the best beers, the differences are not largely due to materials. 'Twould be folly to skimp there.

Most differences in taste are due to the skill, or lack of skill, in the brewing. And to the yeast.

But quality refers, above all, to the purity. Pure beer has no germs in it, and it does not cause biliousness. It is not only good, but good for you.

Purity is rare because it is costly. And because its lack is not easily noticed. But in Schlitz beer it is the first requirement. We spend more to attain it than on any other cost of our brewing.

Schlitz

*Ask for the Brewery Bottling.
See that the cork or crown is
branded Schlitz.*

The Beer That Made Milwaukee Famous.

The Victoria Chief Shipping Ore to the Smelter

THE GOOD news from the Victoria Chief continues. Its first shipment of ore from the mines to the smelter showed that the ore ran four hundred and six pounds of copper to the ton. The first shipment netted the company \$1,509.11 after the payment of all smelting, freighting, and handling charges. If any one has a doubt as to this statement, he need but write to the El Paso Smelting Works branch of the American Smelting and Refining Company, at El Paso, Tex., for corroboration of it.

I doubt if any other mining company in any of the copper plants in this country has ever, within a year of its organization, begun to ship ore on a profitable basis to a smelter. I certainly know of none that has been able to ship ore by the car-load lot and to get any such magnificent returns as the Victoria Chief is now receiving.

Bear in mind that this was the first shipment, and that now that the value of the ore has been demonstrated by a practical test, on a commercial basis, other shipments will be made so as to get the benefit of more economical treatment charges. If the Victoria Chief had had its own smelter in operation, the first car-load of ore which it took out would have shown between three hundred and four hundred dollars more than the return from the El Paso smelter, making the net yield of the first car-load about two thousand dollars.

One important point has been disclosed by the smelting of the first lot of ore, and that is, it is almost, if not entirely, self-fluxing, which means that it can be far more economically worked than ore of a refractory character.

I am informed by President Hopper, of the Victoria Chief, that other shipments of ore are being prepared, and that until the site for the company's smelter has been fixed, such shipments will probably be continued while the work of developing the mine goes on. The stockholders will be glad to know that all the work of improvement and development, the establishment of the mechanical outfit, the construction of an expensive road and a reservoir for the water supply, has been done without incurring any indebtedness by the company.

Stockholders who have visited the mines unite in testifying to the thoroughness with which the work is being done. The Victoria Chief has five different power drilling plants for running air-compressors and power-drills. These are opening up ore bodies very fast. On the third of July word was received from the mines that a new body of ore, and a large amount of it, worth \$200 a ton, had just been opened. It is easy to calculate what a car-load lot of such ore would bring at the smelter.

About one hundred and fifty stockholders have visited the Victoria Chief mines. Every shareholder is invited to make this trip before he invests in the stock, and to assure himself of the value of what he is buying. The visitor to the mines realizes at once the extent of the work that has been done. It is unusual for a copper mine to be developed with such rapidity that it is able to ship ore to a smelter within a year. The visiting stockholders of the Victoria Chief, almost without exception, have returned with the most enthusiastic reports. The fact that there is no preferred stock and that there are no bonds or indebtedness of any kind ahead of the shares is greatly in their favor.

Usually a large expenditure of money is necessary to disclose the richness of a mine, and often this expenditure fails to show up anything better than a good prospect. The Victoria Chief is so favorably situated, and its immense ore bodies are so easily accessible and of such high grade, that Colonel Hopper predicts that it will be among the notable dividend-payers in the

near future. He adds that while the stock is now selling at \$2.50 per share, he does not expect that it will continue on that basis very long. He believes that the treasury stock should be selling for not less than \$5 per share, and that, considering its small capitalization and its increasing value, the possibilities of the stock are enormous.

His perfect confidence in the company's future is evidenced by his offer, that subscribers can pay twenty-five per cent. of the full amount of their subscription at the time the subscription is made, and can pay the balance in three equal monthly installments. If the purchaser, after making his first payment, is not satisfied, on investigation, with his investment, Colonel Hopper will purchase the stock at the price paid, with six per cent. interest, at any time within six months from the date of the subscription.

Probably ninety-five per cent. of all copper mines require from five to ten years to get to the same point where the Victoria Chief now is, but the latter is fortunate in being in the high-grade copper belt, running through southwestern New Mexico and southeastern Arizona. The ore in this belt runs in instances over twenty times as high as in some other sections of the country, where copper mines with low-grade ore are paying millions of dollars annually in dividends. On this point Colonel Hopper says:

"Our mines are in the same general range of mountains that the Bisbee camp of Arizona is in, and the mines in the Bisbee camp are making more money than any other copper mines in the world. Our formation is almost the same, and the character of the ore is very much alike in every particular. Our prospects look as well as those of the Bisbee mines in every respect, and if we do as well as the Copper Queen, Calumet and Arizona, and other mining companies in that section of the country, then we will be doing better than any other copper company outside of the Bisbee camp, and what they are doing is almost beyond human conception, and beyond the most extravagant predictions of any mining engineer. No mining engineer has ever ventured

"to predict what that section of the country has really done. Any one knows how to figure what ore averaging 406 pounds of copper to the ton, in car-load lots, is worth. The New York Sun gives a brief statement of the mining news every Monday morning; if you will get a copy of the paper you will see it. In a detailed statement giving the total production, expenses, and profits of the copper mines of Butte, Mont., for the year ending May 31st, 1907, it shows Butte made a net profit of \$20,263,291.81, showing an increase of \$2,773,596.81 over that of 1906. These figures were furnished to the sheriff of Silver Bow County, Mont., for the purpose of taxation. It goes without saying that the mines would not furnish more net returns for taxation than they made. The gross yield of the mines ran from \$9.31 a ton to \$17.47. The cost of mining ran from \$3.64 to \$6.35 a ton. The cost of reduction ran from \$2.18 a ton to \$4 a ton. When you compare this low-grade ore with that of the Victoria Chief Company you can see the vast difference."

In offering a limited allotment of the stock of the Victoria Chief at \$2.50 per share, Colonel Hopper feels that he is not inviting the public to join in a doubtful enterprise, but in a copper mine that has passed the experimental stage, and is a producer. He announces that the company does not intend to sell much more of the stock at any price, as it has on hand all the funds needed for the next year and a half. Money received from the present sales of stock will go to increase the reserve fund.

The colonel invites those who are interested in copper mines to call on him or to write to him as president of the Victoria Chief Copper Mining and Smelting Company, at 100 Broadway, New York. He will be glad to send illustrated booklets, maps, and reports of the company to those who desire further information, and he is always ready to exhibit to visitors samples of ore constantly being received from the mines, and reports from the superintendent and visiting stockholders. All of these reports can be easily verified, as the names and addresses of the parties are given, and they can be communicated with at any time without trouble.

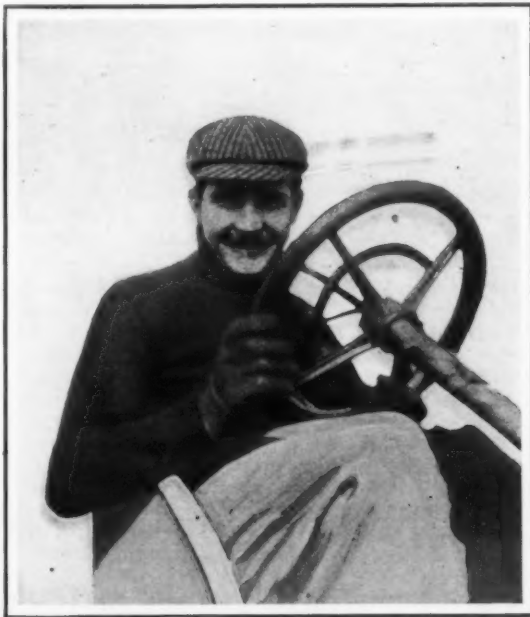
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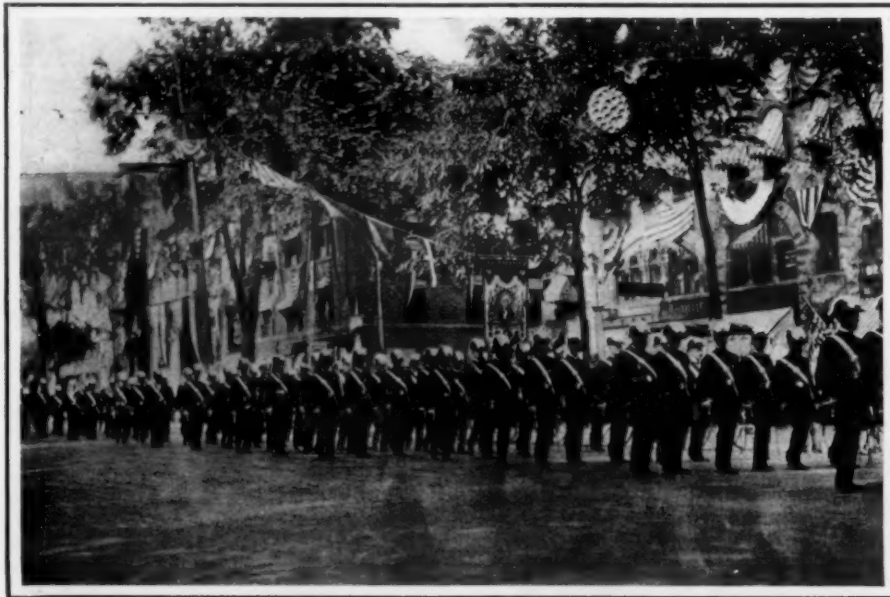
OF ALL the predictions of railroad development in this country the most striking and suggestive is Mr. Harriman's, to the effect that the standard gauge of 4 feet 8½ inches will eventually be replaced by one of 6 feet. This, of course, will make necessary the building of freight cars of greatly increased capacity and of locomotives of a size and power hitherto undreamed of to draw the heavier loads. All this means the reduction of grades, the strengthening of bridges, the enlargement of tunnels—in short, the entire rebuilding, at an expense of billions of dollars, of the railroads of the United States, and eventually, at any rate, of Canada. Such a prediction, made by one of the most level-headed men of affairs in the world, contains possibilities of transportation changes that stagger the imagination; yet the development which Mr. Harriman forecasts is less wonderful than that which has been accomplished within the memory of the present generation by such giants of the railroad world as Mr. Harriman himself.

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JASPER'S HINTS TO MONEY-MAKERS

[NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fourth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries or financial questions having relevancy to Wall Street, and, in emergencies, to answers by mail or telegraph. Preferred subscribers must remit directly to the office of Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fourth Avenue, New York. Mining inquiries should be addressed to "Roscoe," Editor Mining Department, LESLIE'S WEEKLY.]

THE WHOLE country is in a grouch. Every one is in a complaining mood. He who is rich thinks he ought to be richer. He who has done well thinks he should have done better. And, worst of all, he who has done nothing thinks that everybody else who has done something

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should divide with him. Never before in the history of this country has there been such an attempt to array the masses against what we call the classes. Conservatism has fled and radicalism stalks about in its place. Long ago the danger of such a situation was clearly foreseen. It was inevitable that, if the feeling of unrest were intensified, and if the people in the height of their prosperity were deliberately misled into the belief that they were suffering injustice, were being oppressed and outraged by those who had achieved greater success, then a dangerous outbreak of socialism might naturally be expected.

Under the impetus of a false public sentiment thus wantonly created, we are passing laws calculated to do harm instead of good. For instance, in the recent litigation by the government against the Atchison Railroad, it was admitted that the Atchison had been in the habit of extending special facilities to new industries to secure their establishments along its line. Every one knows that this has been done by nearly all the railroads in the United States. It was deemed to be good policy to secure as many industrial establishments along their lines as could be had. There was rivalry over the matter, and the railroad or the community that gave the most advantageous proposition was the favored one. Under the present law this can no longer be done. Industries must struggle to secure their own foothold. Railroads must take what comes to them and not extend favors to any one to increase their business. The policy which has built up many new and unsettled sections of the country, in a most amazing and satisfactory way, must be entirely abandoned. Not only will the railroads suffer, but industrial interests and the general prosperity of the country will be affected by this restriction. This may be good law, but it looks like bad practice. Some day those who are clamoring so violently for stricter regulation of the railways will be among the first to call for the removal of drastic regulations now being imposed, as handicaps to national prosperity.

Recalling the instance of the Atchison road, let me be a little more specific. This road paid a bonus of \$35,000 to the United States Sugar and Land Co. for locating a million-dollar beet-sugar plant at Garden City, Kan. The railroad thought that this was a good bargain. It secured the location of a profitable manufacturing establishment along its line, which brought business—freight and passenger—to the railroad, and the latter felt that it should be willing to pay something to get the business. All railroads in the country have been engaged in the same kind of work. The Atchison admits that at its solicitation new industrial capital to the extent of \$15,000,000 has been located along its lines, building up 166 new industries which employ over 50,000 men and women. The Southern Railway last year, by offering special inducements, established along its lines 1,000 industries, including textile mills, quarries, coal mines, lumber mills, furniture and iron industries, brick works, tanneries, and fertilizing concerns. The Frisco road mentions 360 new manufacturing plants, employing over 10,000 men, and costing nearly \$10,000,000, settled along its route during the past year.

New industries have been accustomed to receive bids from railroads. The one that could offer the best rates, the most attractive location, or the most generous bonus would secure the new customer. In what line of business is not this custom in vogue? I concede that the railroads may have gone too far in giving bonuses, rebates, or favors, but is there not some method of regulation that will regulate without killing?

The strength exhibited by the stock market about the first of July caused a sudden change of opinion

in the minds of many. Pessimism which had been so deep and widespread seemed to lift with every one-point advance in the market, and optimism took its place. Stocks had been so stagnant and unsalable that it seemed to me they might be bought by investors with hope of a profit, on the general principle that it is a good time to buy when every one seems anxious to sell. I quoted the recent expression of an eminent financier two weeks ago that everything on the list was cheap, but that they might all be cheaper.

While the recent upward movement had justification in the largely oversold condition of the market, against which I had also warned my readers, it hardly seems possible that we can have a mid-summer boom of any extended proportions. I can do no better than quote the expression of one of the most experienced and ablest financiers in the country, one who has had an intimate connection with Wall Street for over a quarter of a century. He said to me recently, "The failure of the city bond sale, the unfavorable outlook for the crops, the unsatisfactory situation abroad, the outflow of gold, the high rate for money, the prospective recession in business, and the financial disquietude and political unrest that prevail all over the country, impress me with the belief that the effort that is apparently being made to put up the stock and bond market will result in nothing more than a temporary advance such as usually takes place when the July disbursements are made. Stocks are comparatively cheap, but with the prevailing uncertainties in almost every direction, I cannot help thinking that they will be a safer purchase in the Fall than now." This financier a few weeks ago had thought that the market for strictly investment securities was near bottom, and he and his

Continued on page 69.



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Jasper's Hints to Money-makers.

Continued from page 68.

friends were purchasers, in a moderate way, of the best securities at that time.

"D." Brooklyn: 1. As things are now, I should say there was very little difference. 2. No.

"L." Portland, Me.: I can only say regarding the electric-line propositions to which you refer, that they do not in any sense commend themselves to me as an investment.

"H." Washington, D. C.: Low-priced railroad stocks, like Chic. Great Western common, and others that are a good way from the dividend-paying class, would share in any advance the market might have in a midsummer rise. I think Kan. City So. or Tol. St. Louis and Western common, and perhaps Tex. Pac., give you a better outlook, ultimately, for dividends.

"A." Lynden, Wash.: "Uncle Jasper's" advice is not to touch the United Wireless Tel. Co.'s stocks. They are not listed on our stock exchange. I regard these shares as a long way from "a promising investment." Take any of the dividend-paying stocks and be content with the knowledge that you can dispose of them at any time in an emergency, perhaps with a profit.

"W." East Sherbrooke, Que.: 1. Nothing of importance has developed. 2. Tex. Pac., in view of the fact that its annual report showed that it was earning fully 4 per cent., has looked reasonable as compared with other low-priced railroad stocks, but, unless restrictive and oppressive legislation against the railroads in this country is speedily terminated, there will be little prospect of dividends on Tex. Pac. for some time to come. On its earnings, it looks no cheaper than Kan. City So., which is also earning from 4 to 6 per cent. I had rather buy a dividend-payer, like Ont. and Western, or C. and O.

"K." Utica: 1. Diamond Match has been earning very generous dividends for a number of years. Its holdings of timber lands are valuable, and, while it is meeting increasing competition, its reports show that it is more than earning the dividends it pays. I do not regard it as a good, permanent investment, however. 2. Laclede Gas, like all stocks of public utilities, is in less favor because of the persistent assaults on public-service corporations. Stocks of such companies are no longer regarded as the safest form of investment.

"B." Manchester, N. H.: 1. M. K. & T. preferred, Kansas City Southern preferred, and Toledo St. Louis and Western preferred are given preference by investors in the order in which you name them. 2. Yes; they are all on a 4 per cent. basis. 3. While St. Louis Southwestern preferred and Wisconsin Central preferred are earning sufficient to put them on a dividend-paying basis, and could pay at least 4 per cent., there is question as to whether it would be policy to divert the earnings at this time to dividend payments. It is difficult for the railroads to borrow, and most of them are trying to accumulate a surplus of earnings for improvements and extensions. 4. I think so.

"Veritas": 1. Sales of the Clover Leaf 4s have been very light, and the bonds have only suffered in sympathy with other bonds which their holders have been obliged to sacrifice at a time when there seemed to be very little demand for bonds of any character. Around 73, these bonds look very cheap. 2. I think I would exercise my right to take the Union Pacific bond warrant, and buy sufficient additional to make a bond of \$500. 3. I would not sell an industrial preferred at this time to put the proceeds in a copper mining stock, though there is little doubt that Amalgamated is earning considerably more than it has been paying in dividends, and that there is a general belief that it will sell higher. It is a holding company, as you state.

"X." Rochester, N. Y.: I see no reason why one should regard Chesapeake and Ohio as any better than other low-priced dividend-paying stocks of its character. Ont. and Western looks cheaper, and so do Toledo St. Louis and Western preferred, and Kan. City So. preferred, although these sell somewhat higher than C. and O., but not higher than the latter was selling during the high prices of a year ago. The fact that the C. and O. is borrowing money and needs it badly at the present time would justify the suspension of dividends on the stock, though no talk of that is heard at present. If the tendency to harass and punish the railroads subsides, and business prosperity continues, C. and O. will no doubt see better days.

"Cincinnati": 1. I know that a number of conservative investors bought Great Northern preferred around 130, because they thought it was pretty near the bottom price. A year ago its high price was 348. Of course, with a general business depression, it might still lower. 2. It is too early to say how the Hepburn bill will affect the express companies. The popular mind is turning more and more to a governmental express service, and to the restriction of privileges and favors shown by the railroads to express companies because of



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their financial relations. 3. It is too early to say. 4. In view of the great needs of the Pennsylvania Railroad for funds to carry on its prodigious work of improvement and extension, many believe that the management will be justified in reducing the dividends on the stock. Whether it will be thought expedient to do this or not, I cannot say.

"T. E. C." Philadelphia: 1. I do not believe that Lawson, or any other manipulator, of savory or unsavory reputation, can put Reading common as high as it was during the boom of last year, when it reached 164. I might say the same of Steel common, which, in 1906, crossed 60. Mr. Lawson talks about sending stocks up from 30 to 50 points. I don't believe he will do it this summer, and, if the present condition of uncertainty continues, it will be difficult for him to put the market up to one-third of the figures he gives. 2. After a market has reached a low plane, short sales become the more dangerous. No one can tell what influences are behind certain stocks. Inside interests, who keep track of the transfers of the shares, have the outsider always at a disadvantage. For that reason I have pointed to the danger existing on the short side of the market at all times. 3. I doubt if Lawson represents any interests excepting his own. His record has shown him to be such a plunger, and so regardless of the methods he adopts to accomplish his purposes, that leaders of Wall Street will hardly care to operate with or through him.

NEW YORK, July 11th, 1907.

JASPER.

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Making Money in Mining.

IT IS an old saying that, "For every dollar taken out of a gold mine, ten dollars has been put in." No one has actually proved this statement, and I doubt if it is susceptible of proof. Whatever may be said of gold mines, the fact remains that during the past two years copper mines have yielded unprecedented and unexpected millions. The list of dividend-paying copper stocks now out-classes that of the gold and silver mines, and these dividends are not at the rate of 5 or 6 per cent., such as railway and industrial corporations yield, but run from 7 to 15 per cent. Even such a well-established property as the Calumet and Hecla, which has been paying most generous dividends for many years until its shares have reached the high figure of \$800, now yields on this price a good 10 per cent. to the purchaser of the stock.

"S." Monroe, Mich.: It can hardly be a property of great extent or much development, or some mention would be found, I believe, in the Copper Handbook.

"A." Chambersburg, Pa.: I suggest that you send your inquiries directly to the president of the company whose address you give, and advise me if his reply is unsatisfactory. As a stockholder you have a right to make the inquiries.

"H." Fairview, Nev.: The Rio Dolores has a capital of \$2,000,000, and fifteen claims in the La Sal district of Utah. It has low-grade copper and some gold and silver, and is prosecuting the work of development in a moderate way. It is too early to predict the future of the mine.

"O." Easton, Pa.: The mine is in a highly mineralized country, but its future, while promising, is not fully assured. It is therefore a speculation in which one must take his chances. If developments should justify the expectations of the management, the present price of the stock would seem low.

"L." Thurmond, W. Va.: The parties still insist that the property is very rich and will disclose its value as the development proceeds. This has been interrupted owing to the distance of the mines from the railway, but the management claims that a railroad is now being constructed within easy reach of the property.

"B." Miles City, Mont.: The boom in Ely properties has led to the organization of a number on a highly capitalized basis apparently for speculative purposes rather than with an idea to the development of an investment. I hardly recommend the Ely-Giroux Extension. The mere fact that it is in a good camp may not justify a capitalization of \$5,000,000. For only 130 acres of property, largely undeveloped, this looks like a very generous price.

"I." Alameda, Cal.: The fact that the Victoria Chief has just had a handsome return from the smelting of its first car-load of ore has significance. If the report of the expert mining engineer who has been visiting the property is as encouraging as it is expected it will be, still further interest in the camp is sure to be aroused. The best evidence of a property's success is what its ores will bring at the smelter. The management insists that the developments now going on are all adding greatly to the good outlook for the property.

Continued on page 70.

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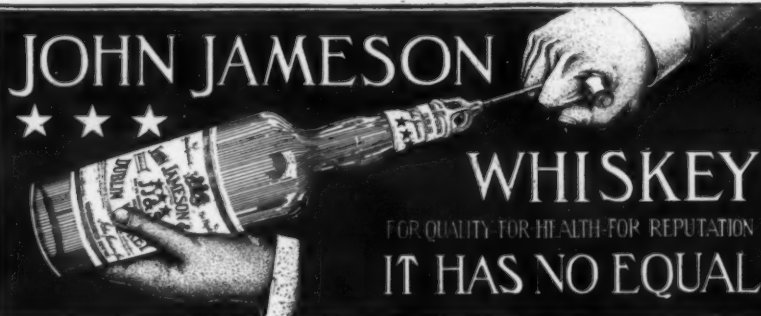


TOMMY—"Does it make any difference if baby takes all his medicine at once?"
BABY'S MOTHER (in horror)—"Good heavens! Of course it does!"
TOMMY—"But it hasn't made any difference."—Punch.



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Making Money in Mining.

Continued from page 69.

"R." Atlanta, Ga.: I do not recommend it.
"M. E. K." Washington: 1. The Gold Hill has about 1,000 acres in North Carolina on which a considerable amount of low-grade copper ore, with good gold values, has been found. With cheap fuel and labor, the mine is being developed on a liberal scale, and recent reports from it have been encouraging. Whether it is on the ground-floor price at present, I do not know. The stock has been liberally traded in on the New York curb. Its office in New York is at 80 Broadway. 2. I agree with you, and suggest that you write accordingly to the president of the company for a report. 3. Mr. Barbee tells me that the affairs of the Anaconda-Sonora are in a satisfactory condition, and that he is awaiting the completion of the railroad, which will bring the property within reach of a market. 4. I do not recall that I ever advised the purchase of any of the shares to which you refer. What may have been said about them by other writers is another matter. I do not know if the prices you quote are genuine. If I held the shares I should make an inquiry of the management. 5. They appear to have excellent references. Further than this I am not informed. 6. I know of none covering the field broadly, satisfactorily, and impartially.

NEW YORK, July 11th, 1907.

ROSCOE.

Mining Notes of Special Interest.

PROTECTION against mining frauds will be one of the important subjects for discussion at the American mining congress at Joplin, Mo. Among the laws now in existence for the protection of investors are the Beeler law of Wyoming and the Pardee law of California. The latter is also in force in Utah, Montana, Idaho, and Missouri. Both measures require mine-owners to furnish statistics of their properties under penalty, but they have failed to afford adequate protection against the misrepresentations of interested parties. An attempt will be made to have laws passed insuring the imprisonment of promoters found guilty of fraud.

The output of the Goldfield mines for the week ending June 29th was about 3,000 tons, valued at almost \$500,000. This is the heaviest tonnage yet recorded for the camp, and marked increases are predicted for successive weeks.

Recent Deaths of

Noted Persons.

F. B. THURBER, of New York, lawyer, writer, politician, and wholesale merchant, died in New York July 4th.



F. B. THURBER, One of New York's leading wholesale grocers and publicists.

Judge Charles Swayne, United States Judge Northern District of Florida, acquitted on impeachment charges in 1905, died in Philadelphia July 5th.

J. G. McMaken, of Hamilton, O., former United States Senator from Ohio, died at Martinsville, Ind., July 5th.

Professor Ernst Kuno Fischer, one of the greatest of German philosophical teachers, died in Heidelberg, Germany, July 4th.

Dr. H. K. Hoy, formerly one of the wealthiest men of Altoona, Pa., and a successful physician, suicide July 5th at Altoona because of losses caused by backing an "ash-burning" invention.

N. G. Ordway, of Waterloo, N. H., ex-sergeant-at-arms of the House at Washington, and formerly Territorial Governor of Dakota, died in Boston July 1st.

Louis J. Magee, distinguished electrical engineer, who built the first tramway on the European continent, died in New York July 3d.

Rear-Admiral Norman von H. Farguhar, United States Navy, retired, died at Jamestown, R. I., July 3d.

Smith Shaw, Rhode Island's "clambake king," died at Providence, R. I., June 30th.

Hiram J. Ayres, inventor of giant powder, died at Akron, O., July 2d.

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This victory did not surprise those who know the "Maxwell"—but even they were astonished when this same Tourabout landed second place against cars costing as high as \$2,500.

The 12-14 H.P. "Maxwell" can actually beat cars rated at from 30 to 40 H.P., and costing three times the price of the "Maxwell" *because "Maxwell" horse-power is real—every ounce of it gets right into action driving the car.*

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Right on top of this stirring victory the two "Maxwells" entered in the great "Sealed Bonnet" Contest, held under the auspices of the Automobile Club of America, finished with a **perfect score**.

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The "Maxwell" simply outtops and outclasses any other make of car in the world at anything like its price. Address Department 32 for the complete "Maxwell" literature. And if you will address me personally I shall take pleasure in sending you immediately a personal letter of introduction to the "Maxwell" dealer nearest you, for a "Maxwell" ride.

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Count Constantino Nigra, dean of Italian diplomats, who in 1870 helped Empress Eugenie to escape from Paris, died in Rome, Italy, July 1st.

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